

★ ALL HANDS ★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



in this issue
**PLANNED MAINTENANCE
and SHIP OVERHAUL**

This magazine is intended
for 10 readers. All should
see it as soon as possible.
PASS THIS COPY ALONG

AUGUST 1964





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AUGUST 1964

Nav-Pers-O

NUMBER 571

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ALL HANDS

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• **FRONT COVER:** HIGH HAT—ENS Mel C. Howell, USN, lines up Navy hats of past and present that illustrate his Navy life—less than eight years from boot camp in Nov 1955 through advancement to chief and entrance into Officer Candidate School, from which he graduated as ensign.

• **AT LEFT:** NIGHT LIGHTS—Attack aircraft carrier USS Midway (CVA 41) seems all aglow while under the powerful lights of Drydock No. 4 at the San Francisco Naval Shipyard where she received repairs last year.

• **CREDIT:** All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.





Our First Nuclear Task

THE MEDITERRANEAN SEA, which has seen nearly every type of naval vessel the world has had to offer, had the first look at the United States' first nuclear task force recently.

The atomic task force was formed when *USS Bainbridge* (DLGN 25) and *Long Beach* (CGN 9) joined the carrier *Enterprise* (CVAN 65) in the Mediterranean.

When *Long Beach* was delivered to the Navy in September 1961, she became the first nuclear-powered surface ship to be armed with a main battery of guided missiles. She was, in fact, the first nuclear-pow-

ered surface fighting ship in the world.

Bainbridge, which was completed in September 1962 was the first nuclear-powered destroyer type warship ever built. She carries antisubmarine weapons and conventional armament besides her two batteries of guided missiles.

The 85,000-ton *Enterprise* is the world's largest aircraft carrier and the only nuclear-powered vessel among the Navy's 15 attack carriers.

The only other nuclear-powered surface vessel which has been authorized is *Truxtun* (DLGN 35), another guided missile destroyer.

Truxtun is scheduled for launching late this year.

THIS MONTH the nuclear task force *USS Enterprise*, *Long Beach* and *Bainbridge* will leave the Med and steam down the west coast of Africa on the first leg of an around-the-world voyage. They will not re-supply or refuel during the cruise.

Because *Enterprise* is too large to pass through the Suez and Panama canals, the force will make the trip the long way, via the Cape of Good Hope and Cape Horn.

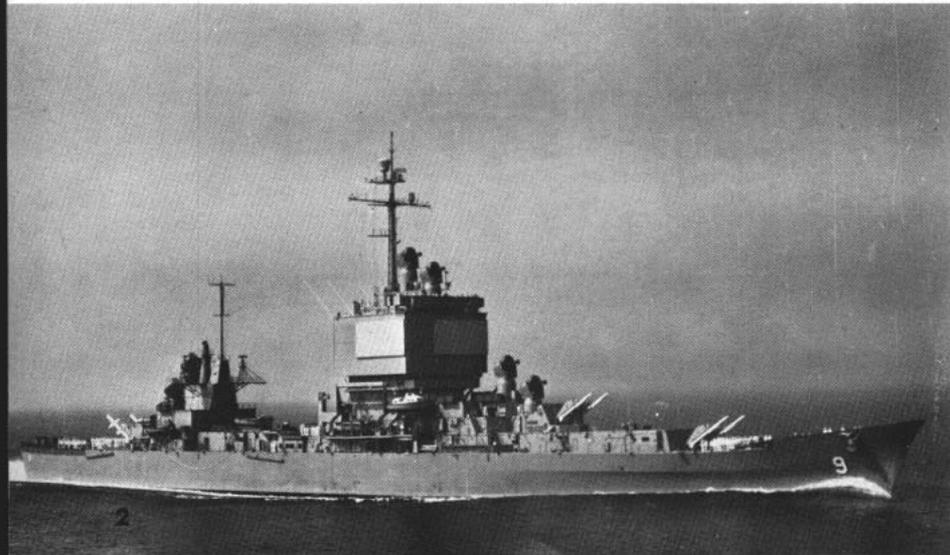
The date the three ships are due to arrive back in the United States is classified, as is the ships' route.

The nuclear ships that make up the task force left the U. S. some months ago. The message announcing the around-the-world trip reached them in mid-June.

The men on board greeted the news warmly, although the orders will keep them away from their home ports longer than was originally planned. The three ships carry a combined crew of about 6000 men.

When the Great White Fleet sailed around the world in 1907-09, it took 14 months. This cruise will take a fraction of that time.

The Vice Chief of Naval Operations described the purpose of the





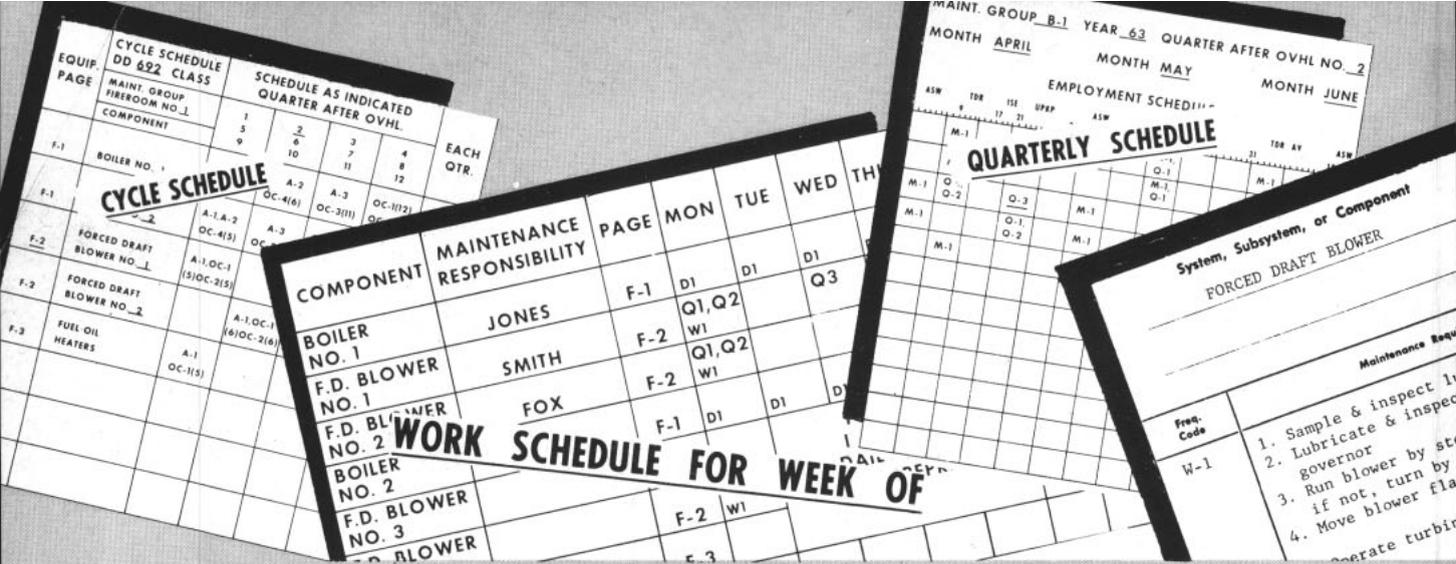
Force

voyage in the following statement: "While we have had experience in steaming nuclear submarines around the world, we have not had comparable experience with nuclear surface task groups. We hope to gain experience in operating on a long voyage, steaming as a self-contained nuclear task group, free from logistic support.

"Since the Navy is so frequently called to utilize its mobility in remote areas of the world, we want to improve this capability to the maximum. We want to increase our potential for staying where we go. To do this, we need continuous training and continuing experience on improving our staying power at sea. We also hope to familiarize U. S. naval personnel with infrequently visited ocean areas."

Clockwise from Upper Left: (1) Nuclear task force composed of the guided missile cruiser *uss Long Beach* (CGN 9), attack aircraft carrier *uss Enterprise* (CVAN 65) and guided missile frigate *uss Bainbridge* (DLGN 25) will make a world cruise. (2) Atom-powered *Bainbridge* takes a turn at sea. (3) *Enterprise* will leave a wide wake while on cruise. (4) *Long Beach* was world's first nuclear-powered surface warship. They're ready to go.





Planned Maintenance:

A REVOLUTION may be occurring aboard your ship. Few major ideologies are involved, but the consequences may reach further than a mere change of labels. We are referring to a change in approach in attempts to solve age-old problems.

Ship maintenance is the case in point. Over the decades, as steam replaced sail, and as nuclear power replaced steam, ships became more and more efficient and more and more complicated.

Common sense and experience alone were no longer sufficient to keep them operating. The Navy found it necessary to supplement these attributes with schools, bureau manuals and manufacturers' guides.

By-products of this technological advance were a steadily growing mountain of paper work and a complicated—often confusing—maze of instructions.

In essence, the revolution now underway is a war against these by-products. Its purpose is to strip away all but the essential maintenance instructions; eliminate all but the essential records.

This is a most welcome revolution. It goes under the name of the "Navy Maintenance Management System."

BECAUSE of its importance to you and your ship, the Navy feels you should know how it works and what it means.

Under the old ship maintenance system an engineering officer, for example, could expect to cope with numerous instructions on how to maintain the equipment in his department. He would find maintenance requirements set forth not only in *Bureau of Ships Technical Manual*, in the various manufacturers' instruction books and drawings, but also in the type commander's instructions and certain other documents.

All this printed matter attempted to tell him what to do, how to do it, and what records to keep. It was possible that one publication would be at odds with another on how to do a specific job and, to add to the confusion, the bookkeeping was monumental.

It was small wonder that men with maintenance responsibilities may have felt like the Duke of Wellington, who blasted his superiors in London with the comment that he couldn't submit the official reports they required if they wanted a victory.

Although Wellington's methods of reducing paperwork have not been invoked by the Navy, it was evident that something had to be done to correct the maintenance situation. Eventually, *Fleet Work Study Groups* were called upon to find out what was wrong and what could be done about it.

THE WORK STUDY Groups began their research in destroyers. They found the maintenance work lacking in several respects:

- Maintenance wasn't uniform from one ship to another, or from one man to his successor in the job. As a result, machinery was either over-maintained, under-maintained or improperly maintained.

- Too much paperwork was required. Maintenance people were becoming bogged down in a deluge of daily, weekly, monthly, quarterly and annual reports and forms.

Sometimes men were left with insufficient time to perform the very tasks the paperwork was to record.

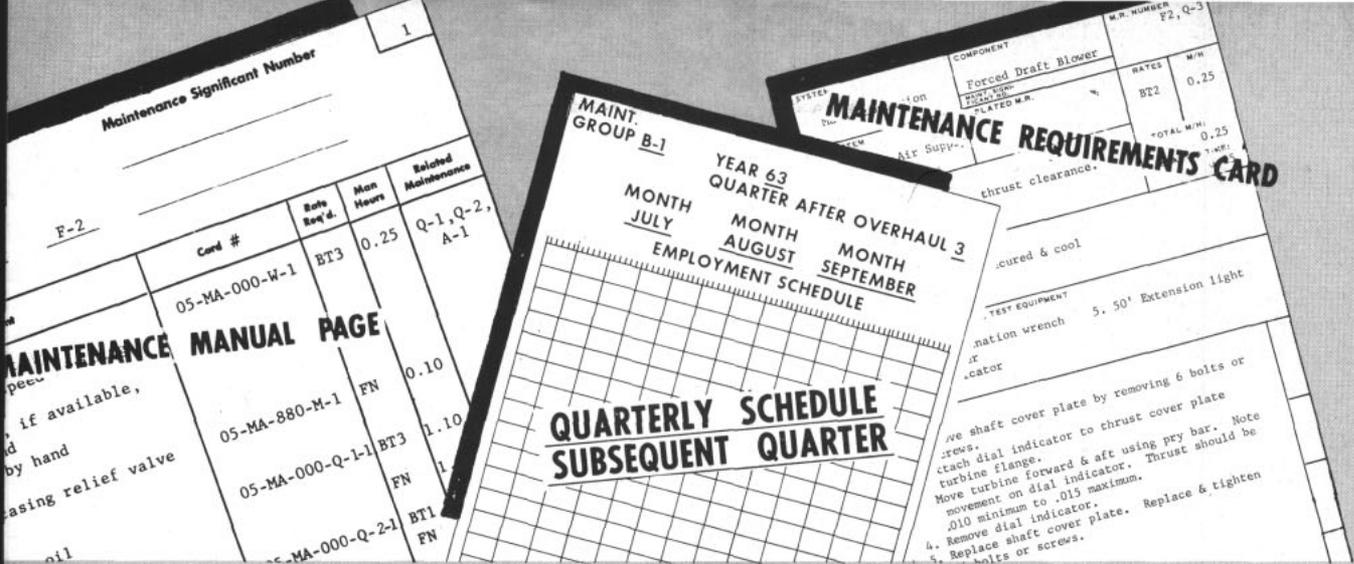
- Not only were shipboard departments flooded with paper work, but the recipients were hard put to cope with the incoming data.

- Because there was a lack of real maintenance management at the command level, maintenance frequently became a personal preference or guesswork.

- Maintenance manuals frequently offered conflicting advice. This invariably gave rise to the question of which document took precedence.

- There was often a lack of proper tools, materials and parts to do a good job.

ARMED WITH a knowledge of the shortcomings of maintenance procedures as they existed, the Work Study Groups began to cast about for remedies.



Here's How It Works

Questions were asked—What should be done? Why? When, where and how should it be done and who should do it?

Nothing was considered to be sacred in the search for a new approach to an old problem.

The Work Study Groups have come up with the first planned maintenance program that is uniform throughout the Fleet and is applicable to all shipboard maintenance.

One of the biggest improvements accomplished by the new system is a vast reduction in the amount of reading material concerning maintenance procedures.

Under the new system, there are the *Planned Maintenance System Manual*, the *Cycle Schedule* and the *Quarterly Schedule* (mounted together in a maintenance control board). These documents are principally used by the captain and his department heads.

Weekly Schedules and *Maintenance Requirement Cards* are the principal documents required at the working level.

The manual and schedules are the essence of simplicity. Let's examine them to see how they work.

THE BASIC DATA used by the department head is the *Planned Maintenance System Manual*. In this manual, every component of his department is listed with a description of the least amount of maintenance required to keep it operating satisfactorily.

This manual eliminated the necessity of consulting the numerous overlapping maintenance publications.

By compressing only pertinent information into one easy-to-handle manual, the Fleet Work Study Groups gave the department heads an effective tool by which maintenance could be regulated and standardized at the flip of a page.

In the manual, the department head finds a page for each component or piece of equipment in his department. By consulting this page he can see at a glance what is needed to maintain each component; the frequency with which the steps must be taken; the rate

of the man who can do the work, the safety precautions involved and an indication of how long the job should take.

HERE IS WHERE the *Cycle Schedule* makes its entrance into the picture.

The *Planned Maintenance System Manual* is the fountainhead from which information is taken for the schedules used by the department heads and the men who work on the machinery.

The *Cycle Schedule*, for instance, shows which maintenance measures must be taken for each quarter after a ship's overhaul. All the machine's maintenance requirements (except daily and weekly) are noted on this schedule, and all the jobs shown can be done by the men on board with the tools and materials available in the ship.

Long range scheduling of maintenance is accomplished by means of the *Quarterly Schedule*. Two of them (one for the current quarter and the other for next quarter), posted alongside the *Cycle Schedule*, make it easy to do long range planning, for maintenance requirements can be transcribed from the *Cycle Schedule* to the *Quarterly Schedule* and made to jibe with the ship's employment schedule.

This lessens the possibility that maintenance will be scheduled when the ship is at sea when perhaps the machinery scheduled for maintenance can't be dismantled.

When the work is done, it is crossed off the schedule. If the work isn't done, the job is circled and rescheduled.

THE WEEKLY SCHEDULE is the piece of paper that really gets down to business. It assigns a specific individual to perform maintenance tasks required on a specific date.

The components to be maintained are listed, and the day on which maintenance is to be performed is written opposite the name of the man to do the job.



ON THE JOB—New planned maintenance system has simplified the work necessary to keep ships in top shape.

The Weekly Schedule requires no more bookkeeping than the others. If the work is done, it is simply crossed off the schedule. If it has to be rescheduled, the Chief circles the notation and later reschedules it. The Chief can see at a glance what has or has not been done.

When a man sees his name on the Weekly Schedule, it will be opposite the component he is expected to maintain. The Weekly Schedule will also show him what maintenance is required and the number of the *Maintenance Requirement Card* which he consults on how to do the job.

The card is pocket-sized and lists the job the man is to do; tells him how long the job should take; what tools he will need; the parts and material which are required to perform the maintenance task, as well as detailed procedures to follow and safety precautions he should take.

A complete set of cards is kept in a container installed in each maintenance group working area near the weekly schedule where the men can get at them.

There is, of course, a master deck kept in the department office. If a card is lost, soiled or torn, it can easily be replaced by typing a duplicate from the master deck.

TO DEVELOP and evaluate the Maintenance Requirement Cards a prototype ship is selected and its equipment is inventoried.

Inevitably, some of the equipment found in one prototype will also be found in others. If cards have already been made for identical equipment in another prototype, they are used in the set which is being created or updated.

If no card has been made for a piece of equipment, one is created along with a page for the *Planned Maintenance System Manual*.

All this is done by people specially trained for their job. Frequently, they are recently retired chiefs working for industrial contractors. Where complex pieces of equipment are involved, such as are found in electronics systems, the cards are developed by technical specialists.

When a preliminary deck of cards is assembled for a prototype ship, it is sent to the Bureau of Ships to be

technically reviewed and approved for installation.

In the first review, the Bureau looks for obvious errors in procedures or omissions in safety precautions.

The real test comes when the Fleet Work Study Group and the Type Commander receive the cards for installation in the prototype ship.

The deck of cards and the manual pages are evaluated by the ship, the Fleet Work Study Group and the type commander. At the same time, Cycle Schedules are written.

When the Fleet Work Study Group and the type commander have finished their installation, their recommendations and comments are sent to the Bureau of Ships for review. The Ship's force also evaluate the cards and manual pages and forward their comments to the Bureau of Ships. At this time, a final detailed technical review is undertaken by BuShips.

BuShips tells the type commander when the deck has been approved. Only then are the approved deck of Maintenance Requirement Cards and copies of the *Planned Maintenance System Manual* available for installation in the rest of the ships of this class.

ONE OF THE advantages of the new system is easy visibility given to the ship's maintenance status.

Every component in the *Planned Maintenance System Manual* is readily visible at the flip of a page. There are no references to look up, no place else you need go—It's all there.

When the Cycle Schedule is prepared, it is easy to transcribe needed information from it to the Quarterly Schedule. No more effort is required for the Weekly Schedules.

A cross through the job shown on any schedule indicates the work has been done. If the job is circled, that means it must be rescheduled.

When a department head or a chief sees cross-marks on his schedule, he knows he has a look-alive crew. An excessive number of circles indicates something is wrong somewhere and there is need for corrective action.

Some circles, of course, are unavoidable. They are of comparatively small consequence, however, if the work is rescheduled and done in the immediate future.

ALL THE SCHEDULES ARE open for inspection on a Maintenance Control Board, which can be posted anywhere, but is usually located outside the department office. All the schedules are flexible enough to accommodate employment changes as they occur. The Cycle and Quarterly Schedules combined will give the over-all planned or preventive maintenance program for the ship. The board containing these schedules is known as the Maintenance Control Board.

But what of maintenance records? The schedules themselves are the only records required. The captain of the ship has only to look at the quarterly schedules of the various departments on board for an accurate index of his ship's readiness.

If he sees the maintenance which has been scheduled is crossed out, he knows his ship is prepared. If he sees extensive rescheduling of maintenance, something is wrong—particularly if, after rescheduling, the maintenance still remains undone.

The department heads and the petty officers in charge can see at a glance what is being done and who is doing it.

The man with the wrench is spared the frustration of, among other things, beginning a job only to find he doesn't have the material or the tools he needs.

The Bureau of Ships has an index of the effectiveness of the maintenance which is being performed aboard ship. If there are extensive breakdowns in spite of faithful adherence to maintenance schedules, the Bureau has a basis for asking why—a question which may result in a new contractor being selected to supply the offending components or a redesign of the equipment.

THE PLANNED Maintenance System can only be as effective as the commanding officer of the ship and the men using it want it to be. To date, the system has been very well received.

Although the system can't guarantee that failures won't occur, it can certainly reduce them. It can also furnish the ship's department heads and the captain with a management tool for knowing what must be done; when it must be done and whether or not it has been done.

The system has eliminated many tedious hours of work. For instance, the maintenance formerly required for portable storage batteries has been drastically re-



KEEPING HER GOING—The planned maintenance manual eliminates consulting numerous sources of information.

duced. The requirements for maintaining battery tray record cards have been eliminated.

Removing turbine thrust and journal bearings for inspection has been changed from a quarterly requirement to an overhaul cycle requirement.

Fireside boiler cleaning, which formerly required at least 18 hours, now takes seven hours. Maintenance of electronic equipment under the Planned Maintenance System takes only a fraction of the time formerly required under POMSEE.

In addition, the new system has reduced reams of publications and reports to a few simple pieces of paper, making the Planned Maintenance System a prime example of the fresh wind that is blowing through the Navy—of taking an entirely fresh approach to a hoary problem and producing a solution which works so well and so simply that one wonders why nobody ever thought of it before.

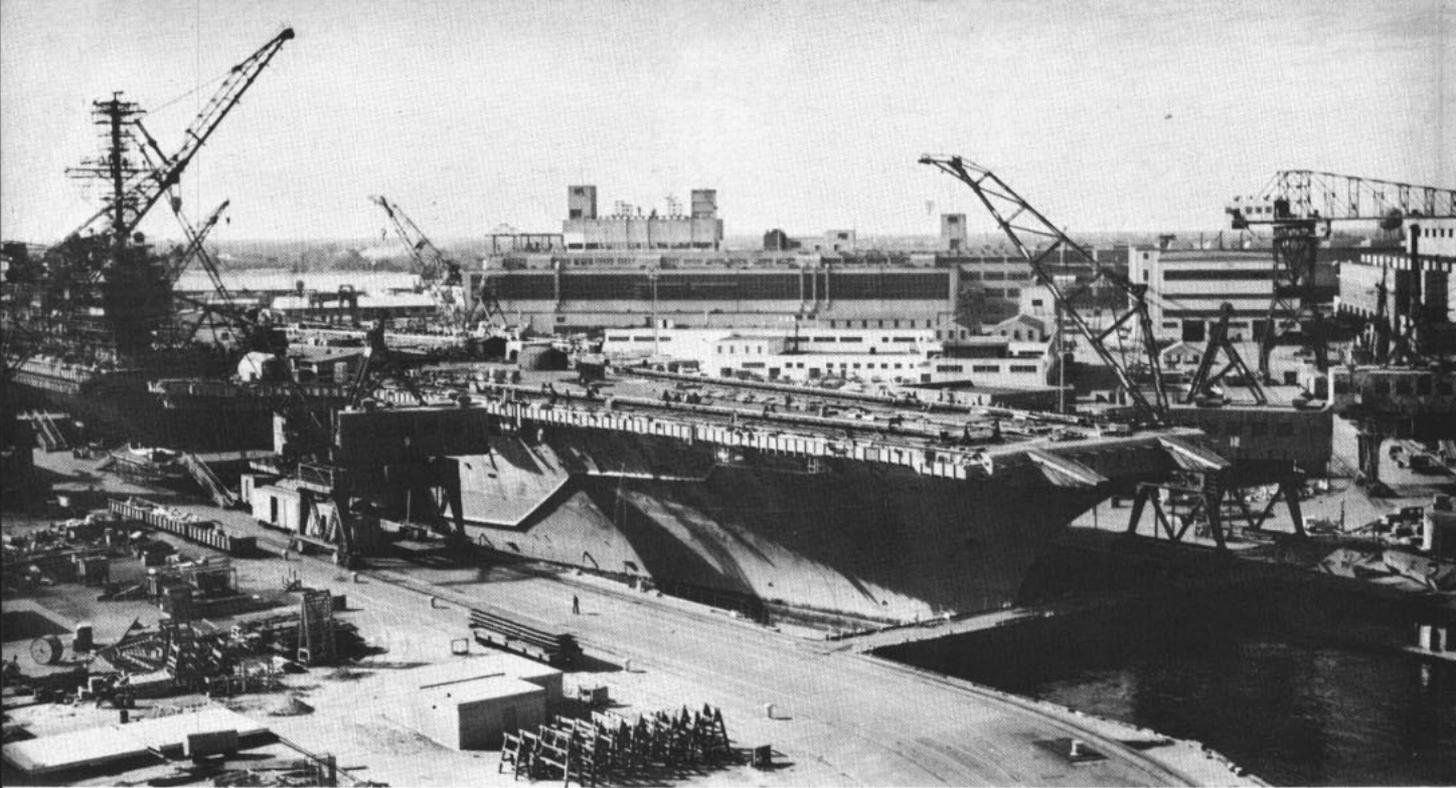
If a poll were taken on the popularity of the Planned Maintenance System, the system would probably rate high. The problem thus far has not been in selling it but, rather, installing it fast enough to keep up with Fleet requests.

In the Navy, as is true elsewhere, when the demand exceeds the supply, there is usually a good product involved.

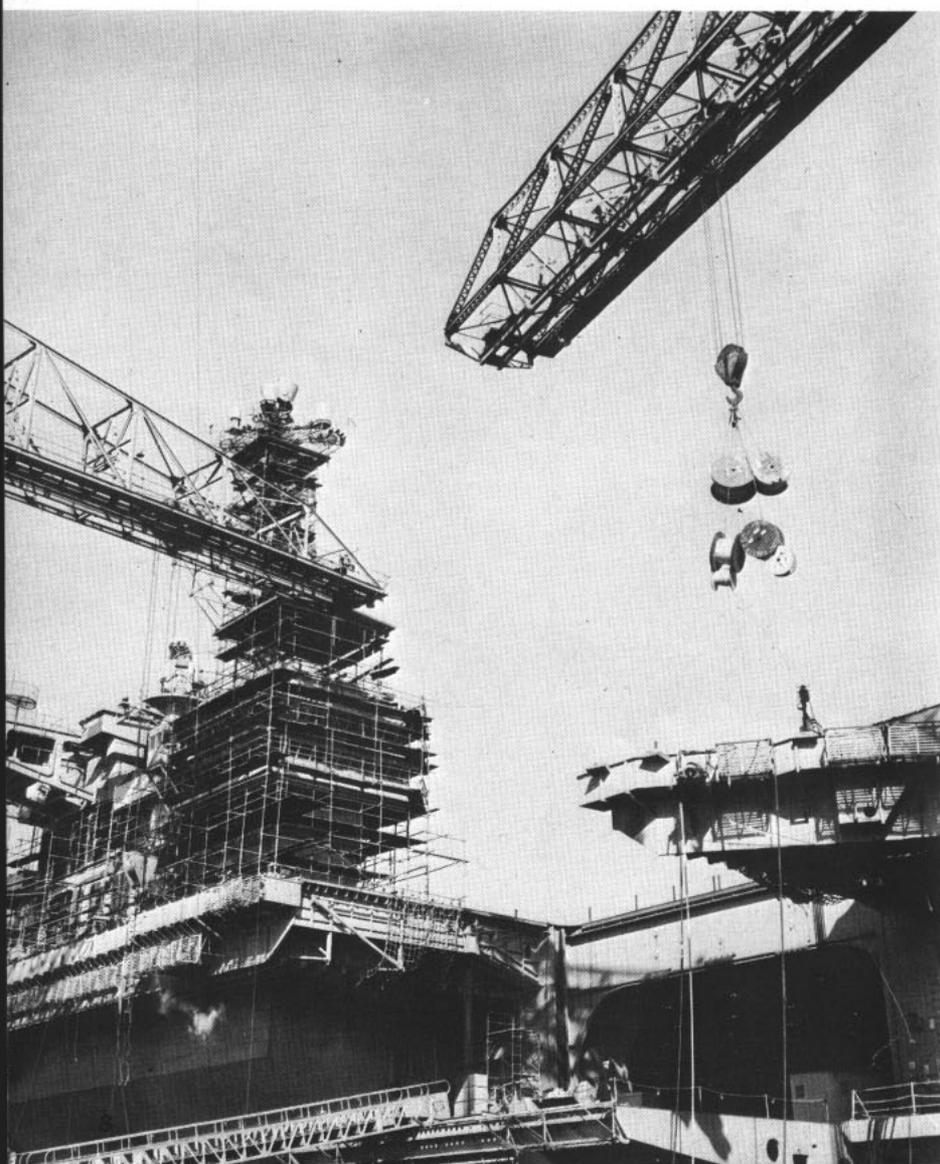
—Robert Neil.

IT'S A HIT—Planned Maintenance Program is in big demand by the Fleet making it hard to keep up with the requests.





SHIPSHAPING—USS Independence (CVA 62) undergoes overhaul. (Below) Changes to superstructure are in progress.



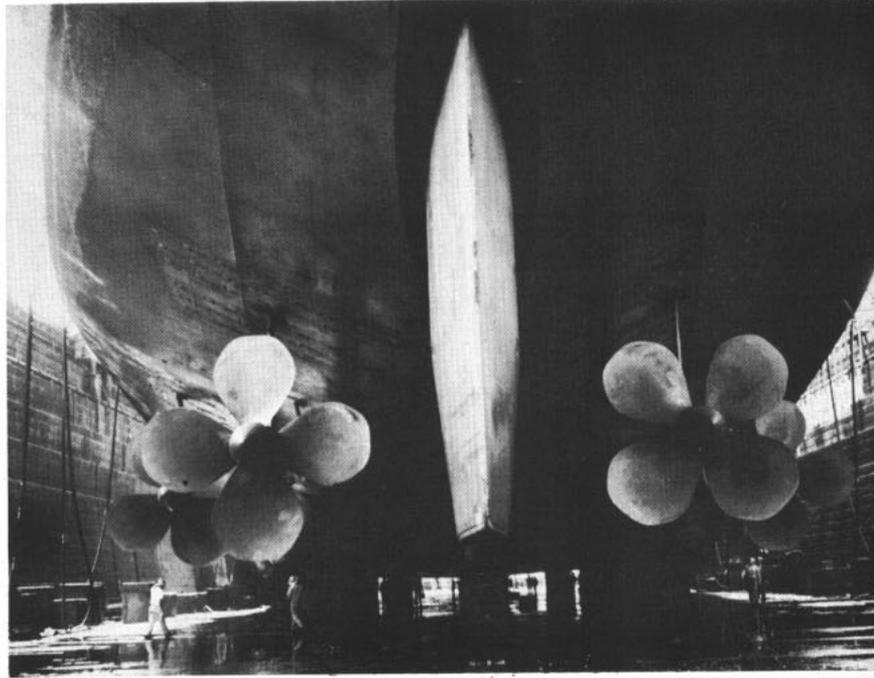
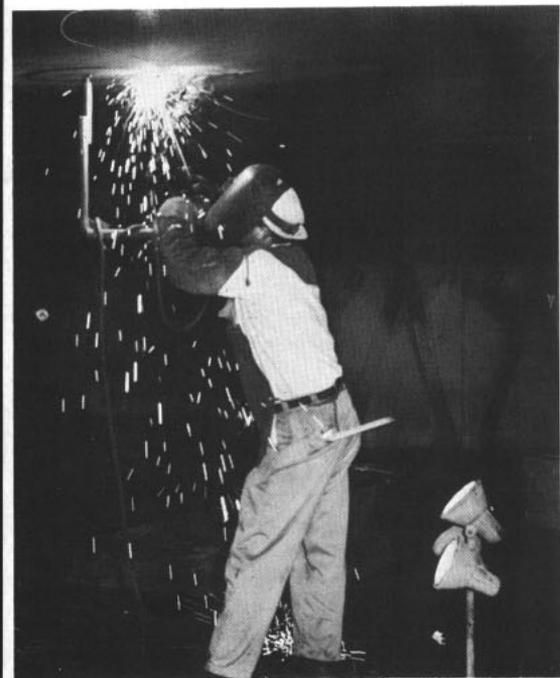
Overhaul:

PERIODICALLY, every active Navy ship pulls into the yard for overhaul. While she's sitting under the shipyard cranes, she receives the repairs and modernization which will keep her up to par with Fleet standards.

These overhauls help keep the Fleet modern and ready.

Every regularly scheduled overhaul has two facets: Repair of existing equipment, and modernization. Although the age of a ship plays a large part in the necessity for repairs and modifications, older ships have no monopoly on overhaul periods. From the time a new ship slides down the ways—with a chip in her paint where a champagne bottle was bashed against her bow—she's subject to the damaging effects of wind, weather, normal wear and tear, and obsolescence. Before the combined effects of these things make themselves felt to any great degree, she'll go into a shipyard.

The physical deficiencies of each ship in the Navy are chalked up on three separate lists. BuWeps keeps the list of ordnance modifications. BuShips keeps a tally of scheduled changes in hull, machinery, electrical, electronics, and associated systems. The third list, repairs needed, is kept aboard the ship concerned.



DRY BOTTOM—USS *Lake Champlain* (CVS 39) rests in drydock. (Left) Shipyard welder closes hole in carrier's hull.

Wet Slips and Dry Docks

How fast these lists grow depends upon the complexity of a ship, its age, and how fast the concepts of warfare change. These factors govern how often each ship type goes into the shipyard for regular overhaul, how long she will stay, and what will be done.

The three lists are quietly kept up while the ship operates with the Fleet, until about 150 days before a regularly scheduled overhaul. At this time BuWeps forwards a list of ordnance modifications to the ship concerned, the type commander, and the shipyard scheduled to do the work.

This correspondence, called the *150-day letter*, is followed by the *120-day letter* from BuShips. This will list the ship alterations.

The type commander is required to comment annually on the alterations to be done during the next fiscal year, during the review of the tentative FIP (Fleet Improvement Plan).

THE SHIP is required to comment if a planned alteration has already been partially or wholly completed, or is not needed. Any ship can also make a request for an alteration when the need arises.

The 120-day letter concerns

changes to be made in the ship, and has nothing to do with what needs fixing. This is the subject of a work-list, which contains repair requests prepared in each department aboard ship and is submitted by the commanding officer, for screening action by the type commander. It is then sent to the naval shipyard or industrial manager.

The ship takes the initiative on repairs. Since commissioning or the last overhaul period, whichever was later, your ship has been keeping a Current Ship's Maintenance Project (CSMP) file. This lists every piece of equipment aboard, plus the repairs it needs.

These needed repairs are transferred from the CSMP to work requests by either the ship's division officers or engineering officer. The requests are then sent to the CO.

The commanding officer screens the requests, assigns each a priority, and forwards them to the type commander.

The type commander's action on the work requests is subject to one rather major limitation—money. Each fiscal year every type commander in the Fleet is allotted a certain amount of money with which he is expected to keep the ships of his command in good repair. Consequently, the

amount of money he can allot for repair of each ship depends upon the condition of the ship and how much money is needed elsewhere.

If the type commander does not approve the work request for shipyard accomplishment, he may approve it for accomplishment by a tender or the ship's force—or he may recommend submission of an alteration request or deferment of the request.

ABOUT 75 DAYS before the overhaul is scheduled to begin, the type commander (or his representative) forwards the stack of work requests, now slightly diminished, to the shipyard.

Several weeks before the overhaul begins, it's time for the arrival (or pre-arrival) conference. This is a meeting of the ship's commanding officer, the type commander or his representative, and shipyard officials.

With this meeting out of the way, the shipyard will complete its advance planning. Estimators go over the work requests and determine what material will be needed for each job. The material is ordered and—if everything goes smoothly—the material, from scuttlebutt switches to new radar, will be on the pier or in the warehouses be-

fore the ship pulls into the yard.

While the supply workers are running down parts and material, planners work out methods of tackling each job, write job orders, and send them to the various shipyard shops.

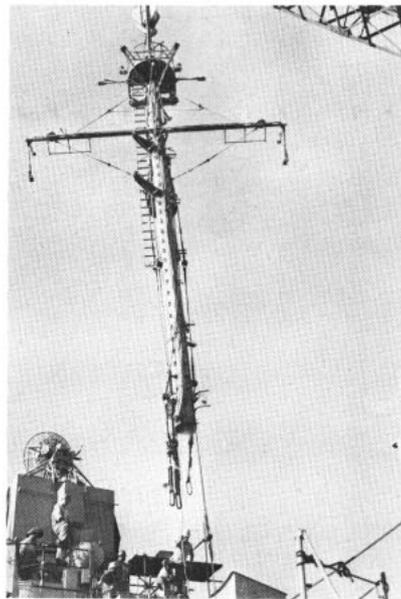
All this advance planning takes place well before the ship is due to arrive, so it's easy to see how little details in the work orders can pay off. It is this advance planning which makes it possible for the shipyard workers to meet your ship and go to work immediately, with little time lost due to confusion. About 85 per cent of all work orders are written and delivered before the ship enters port, and the remainder are usually finished before one-fifth of the overhaul period is completed.

Despite all this planning, however, there are always many problems which call for on-the-spot coordination. Consequently, each ship is assigned a ship superintendent, a naval officer who acts as liaison between the ship and the yard.

ABOUT THIS TIME you'll begin to notice certain changes aboard ship. The supply department will let stores dwindle to make elbow room for repair work. And, since yard periods are often considered to be the most hazardous peacetime period for the ship and crew, safety bulletins will appear often in the plan of the day.

As the time draws closer all easily damaged material, especially that which will not be used until the ship goes to sea again, is protected or removed. Special attention is given to such items as the ship's chronometers.

Shortly before the yard period is scheduled to begin, the ship will



A LETDOWN—New mast is lowered into place on the frigate *USS John S. McCain* (DL 3) during overhaul.

get underway for an ammunition pier, where all the ammo will be unloaded—a task which usually calls for an all hands working party. Excess fuel will also be offloaded, to facilitate tank cleaning and repairs.

THE FOLLOWING DAY is the big one. Your ship will get underway, move across the harbor, and tie up at a shipyard pier.

Within minutes helmeted workers storm aboard. They carry hoses, cables, and lines, which they drape across the deck. They check measurements and consult diagrams, and a man with a cutting torch begins burning a hole in a bulkhead.

"What a madhouse," you think. Organization seems to be completely

lacking. But remember, each shipyard worker is armed with a work order and is intent on filling all or part of it. Because of the pre-arrival planning (and clear, concise work requests), he can go directly to the right spot and get the work underway.

Work progresses rapidly during the day because, in a shipyard, time is valuable. If you're in the yard for emergency repairs, work may even continue around the clock.

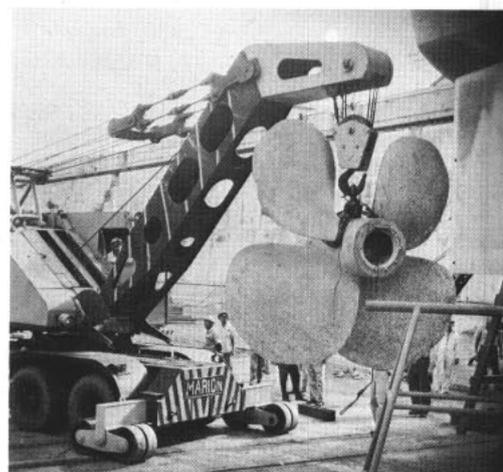
As soon as you pull into the yard, your ship will probably go on cold iron, which means that the boilers will not be working and the ship will receive steam, water and power from the pier. Because the black gang is not required to stand boiler watches, your ship will probably go into four-, five-, or even six-section liberty.

Because the entire crew is not usually needed aboard, a yard period may be the time for leave and schooling. Many of the crew may pack their seabags for leave or for a TAD period at a nearby service school.

FOR THE MEN who stay on board however, there will be little rest or recreation. The ship's company has some important duties to perform while their ship is undergoing overhaul.

One of these will be standing fire watches. Fire hazards, because of the electrical cables strung across the deck and the almost constant welding going on throughout the ship, are at a maximum. During an overhaul period almost every non-rated Navyman does a bit of duty with a fire extinguisher, watching a bulkhead while a shipyard welder

THE SETUP — Large drydock is readied to receive a Navy ship. (Rt.) Huge propeller is hoisted onto shaft.



works with his equipment on the other side.

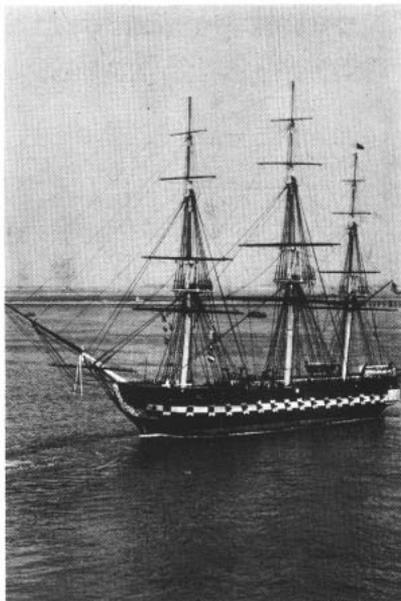
Another chore which may fall to the ship's officers and petty officers is signing off work orders. While the shipyard is working on a job, someone who is familiar with the ship must inspect the work in progress and, when the job is done, must test the equipment, and certify that the work has been completed satisfactorily. Before signing off work orders, equipment is often given rigorous tests—if a piece of machinery is going to fail, it is much better that it fail while the ship is sitting beside a pier in a shipyard than while the vessel is in the channel, or steaming out to sea.

The shipyard workers are not the only ones working on your ship. Many repair jobs, postponed because of operational commitments, are completed by the ship's company while in the yard. There are also the assist-ship's-force jobs.

An assist-ship's-force job is one which, for the most part, can be accomplished by the crew, providing the shipyard lends minor assistance either with tools or skilled workers.

HOUSEKEEPING will become a big job. The work going on tends to add to the normal litter which accumulates aboard ship and cleanliness becomes even more important than while the ship is at sea. Scrap and other waste, if allowed to accumulate while a ship is undergoing overhaul, can become a major safety problem and fire hazard.

Last, but not least, will be the chipping hammers, both automatic and manual. Almost every crewmember who does not own ear plugs will



PROPER MAINTENANCE has kept *USS Constitution* shipshape over years since putting to sea back in 1798.

probably get them before the first week in overhaul is completed.

After your ship has been in the yards 10 days to two weeks, it will probably go into drydock—unless she has recently been drydocked for emergency repairs.

Before the ship is drydocked, carpenters and engineers go over the ship's docking plan to determine the setting of keel blocks and the shaping and setting of bilge blocks that will support her while in drydock. These keel and bilge blocks must be properly set on the dock floor and the ship must rest on them in the correct position or her keel may bend and plates rupture.

As soon as the preceding ship has left the drydock and the water has

been removed, the keel and bilge blocks are carefully set in their correct position on the floor of the dock for the next customer. Then the drydock must be flooded.

Water is let in slowly at first, so that the position of the blocks will not be changed by rushing water. When the water level is high enough so the blocks and shoring won't be washed out of position, the flood gates are opened and millions of gallons of water flood into the dock.

WHEN FLOODED, the dock is ready for the ship. Aided by tugs and guided by special pilots, the ship is brought up to the dock entrance and is positioned over the blocks by use of a head capstan, handling line and side capstan. The gates close.

Within four hours the dock is dry.

While in drydock the entire ship below the waterline is sandblasted and repainted. Two types of paint are used. One prevents rust and corrosion and the other prevents fouling by various types of sea life. Sea valves are overhauled, shaft and rudder bearings may be removed and renewed, sonars, fathometers and propellers are repaired.

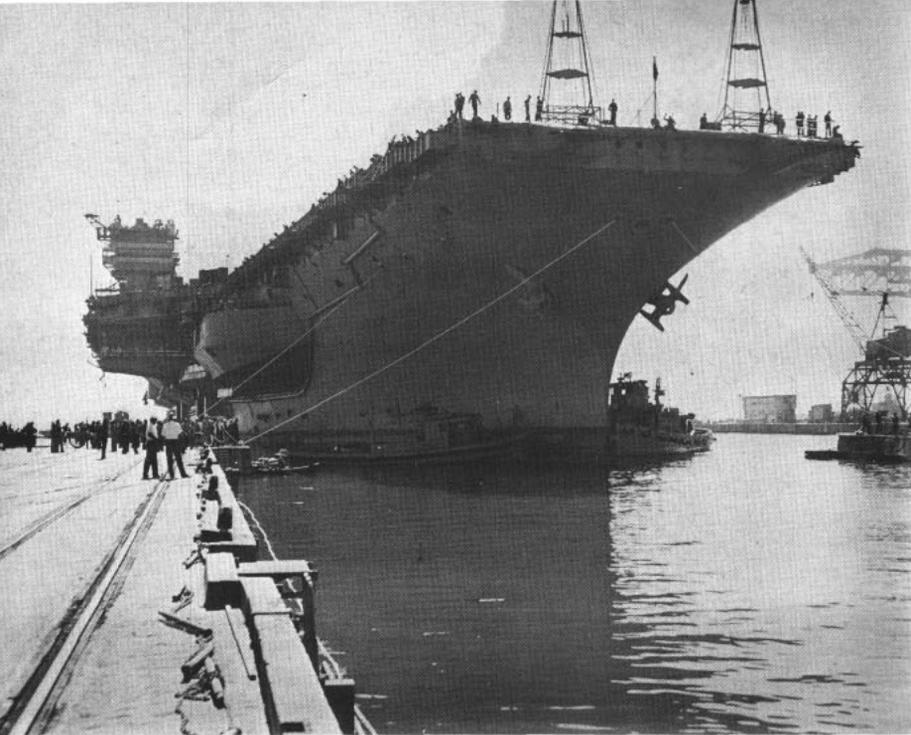
Often, drydock work may go on around the clock if the dock is needed for other ships.

Work on the ship's interior does not stop while a ship is in drydock. While the external work continues, teams of workers may be inside the ship rebuilding boilers, installing new generators, or putting new insulation in the reefers.

WHEN ALL the work below the waterline has been completed the ship is ready for refloating—an extremely critical operation. Should the

SEAMAN ON STAGE chips old paint from ship's side. (Rt.) *USS John S. McCain* (DL 3) rests on blocks in drydock.





TUGGING IN — USS Ranger (CVA 61) moves into drydock for overhaul.

ship list or rise too quickly, pressure on the hull plating by bilge or keel blocks might cause hull damage.

Once afloat, the ship is moved back into a wet slip, where work progresses.

During this period the ship's berthing and mess spaces may be out of commission for a time, in which case the crew usually moves into nearby barracks and eats at a mess hall. Sometimes, when the nearest mess hall is too far from the ship to be practical, box lunches are delivered.

As the ship finally enters those

last few weeks of her yard period, she begins to look somewhat seaworthy again. Equipment which had been removed for repair is returned and installed. Scaffolding is removed from around her superstructure. Work orders are signed off one after another. The crew moves back on board.

And then it is time for dock trials.

The dock trial is the first of two tests which the entire ship must complete before the overhaul is considered finished. During dock trials the ship remains moored while the

FRAM PROGRAM adds life to older ships such as USS Wiltsie (DD 716).



screws churn the water. To avoid steaming out to sea with the dock lashed alongside, the commanding officer of a two-screwed ship usually orders one screw forward and one reversed. Ships with only one engine must hold down their RPMs and test their mooring lines often.

THE REALLY RUGGED test of the shipyard's workmanship, however, comes about one week after the dock trial. During sea trials the ship puts to sea with shipyard observers on board and, in an open stretch of water, the OOD kicks her in the tail. The ship turns and zigzags as the steering gear is thoroughly tested. The OOD calls for flank speed and the engine room responds. Every possible piece of repaired gear is tested.

Even if the ship operates perfectly during sea trials, she is still not ready to begin sea operations. First comes the "ready for sea" period, which is time—usually one week—set aside for the crew to become familiar with operating the ship once more, and to restore order and wring out the new installations. Men who checked aboard when the ship was hardly recognizable receive their indoctrination.

Although this period is set aside for the ship, which is considered finished with the overhaul, the ship superintendent may remain on board so that the ship's commanding officer or exec can consult him in case of last-minute snags. Yard workers who come aboard during the ready-for-sea period do so only with the approval of the commanding officer.

For the next few days you may bump into bulkheads and trip over pad-eyes which were not there before the ship came into the yard. And some of your buddies may come back after a leave period and not recognize their old home.

But chances are good that when she goes out to sea again, and after you've had a chance to get used to those pad-eyes, bulkheads, stanchions and machinery, you'll find they come in very handy indeed.

A few days after you've rejoined the operating fleet, your division officer will begin making entries in the CSMP, and the BuShips engineer will already be hard at work with new modifications for your ship's pilothouse or mess deck. Everyone's ready for your *next* routine overhaul.

—Jon Franklin, JO1, USN



SERVICE PLEASE—Floating drydocks perform an important service keeping ships of the Fleet mobile and ready.

Floating Shipyards

ONE OF THE special pieces of equipment in the massive tool chest of Commander Service Force, U. S. Pacific Fleet, is the floating drydock.

Floating drydocks made their reputation in World War II. They enabled many ships that were damaged in combat to receive repairs near the battle zone. In most cases the damaged ships were repaired in short order and returned to the fighting.

The usefulness of these facilities did not end at that time. Their services are still important today.

The operating area of the Pacific Fleet covers more than half of the earth's surface. Through the waters of the Western Pacific, from the Sea of Japan to the Equator, from the Gulf of Siam to Guam, sails the Seventh Fleet.

Composed of more than a hundred ships of many different types,

its ready power preserves peace. However, if each time one of these ships needs repair it had to be routed to a far-away shipyard, the Fleet's operations would be greatly hindered. A combatant ship would be out of service for many months, leav-

INSIDE JOB—Hard-hatted dock worker mans gear in floating dry dock.



ing a hole in our line of defense.

Floating drydocks plug these holes. They can be stationed anywhere in Pacific waters. These units service the Fleet near their operating area and insure that no ship is out of service for long periods of time.

In time of war, ships can be given full repair attention in the battle area. Priceless time and effort is saved, and the enemy cannot be sure that a damaged ship will be out of action permanently. During the Cold War era, ships may be repaired quickly, enabling them to remain in the operating area. Their job is one of watching and waiting, in case a flame is lighted to take the chill off the Cold War.

In addition to these units, three major repair facilities in the Western Pacific are controlled by Commander Service Force Pacific. These include floating and graving drydocks.

The drydocks find plenty to do.



FULL HOUSE—A cruiser receives repairs, and eight LSTs are worked on by floating drydocks during World War II.

In a single month during mid-World War II (March 1944) 261 vessels were repaired. Included in this figure were battleships, cruisers, destroyers and destroyer escorts, attack transports, tank landing ships and submarine chasers. During the same period, smaller floating drydocks made repairs to 110 vessels. This figure included destroyers and landing craft.

THE DUTY of these Service Force units is not merely to keep abreast of combatant fleet activities. They plan as far ahead as possible by being prepared in all respects,

before assistance becomes a problem.

These Service Force units dock a never-ending stream of vessels. They inspect and overhaul sea valves, make rudder repairs, adjust and repair sound gear, and do miscellaneous work below the waterline. Workers sandblast the hulls and cut away tubeworms, barnacles, and other hitchhikers of the sea. After a ship has been in the water for a year or two, a mass of marine life—thick enough to slow down the most powerful vessel afloat—attaches itself to the hull. It must be removed.

The floating drydocks are normally moored in sheltered waters, and

can be lowered to lift ships out of the water for repairs. The drydock's tanks are flooded for submerging and then pumped out after the damaged ship has been floated into position. The drydock's hull rises and the ship, braced within the enclosure, is ready for repair work.

Auxiliary Repair Drydock 30 (ARD 30) is one of two Pacific Service Force floating drydocks located at Pearl Harbor, Hawaii. She is a miniature floating shipyard—with machine, pipe, repair, and carpenter shops. Primarily this unit's mission is to service submarines. However, she can make extensive

DOCKED DOCK—AFDL is docked in medium auxiliary floating drydock. *Right: Keel blocks stand ready.*



repairs not only on subs but also on destroyers and other types of ships. She has drydocked an average of one submarine every two weeks. During an average two-week overhaul period the ARD 30 crew repairs the submarine, changes propellers and paints the craft below its waterline.

This facility does its own block cutting and setting. When a sub is docked for repairs, she is seated on pre-cut, tailor-made blocks. They hug her keel and brace her in place while the drydock crew makes repairs and adjustments.

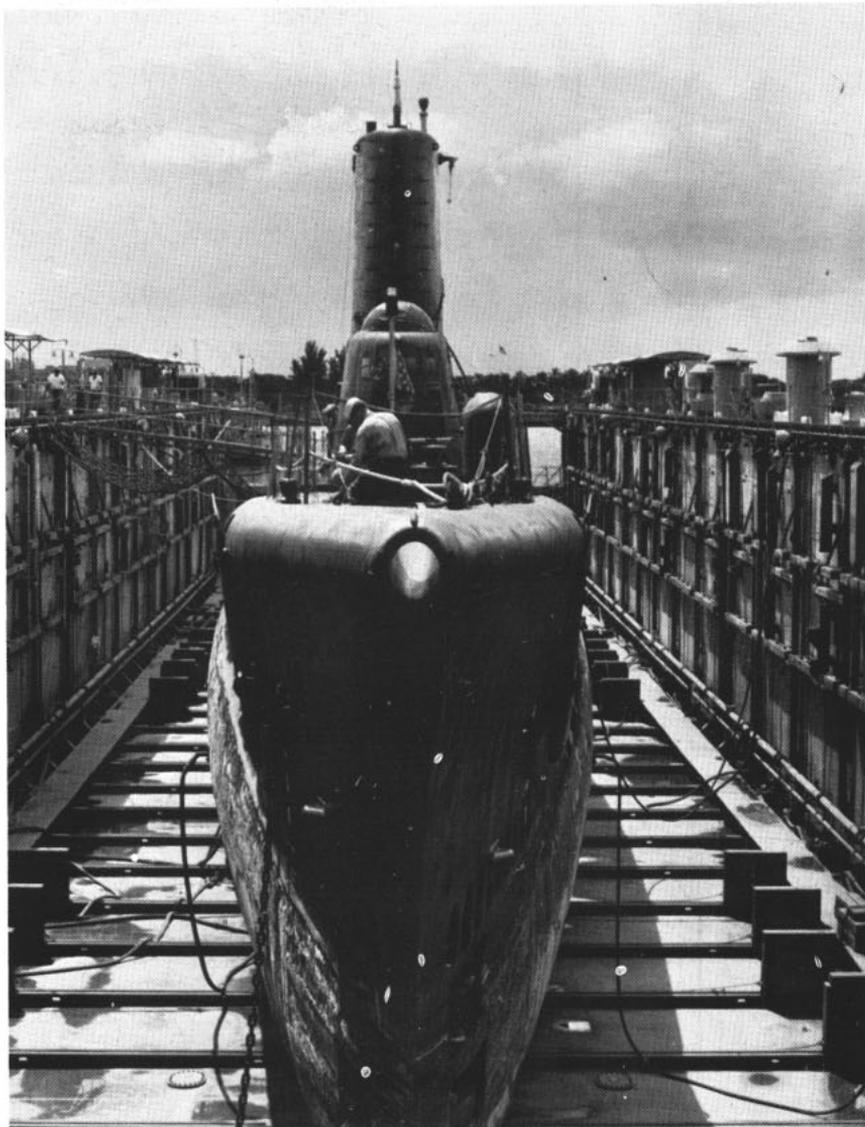
OTHER TYPES of floating drydocks with the Pacific Fleet Service Force are small auxiliary floating drydocks (AFDL), and medium auxiliary floating drydocks (AFDM).

The various floating drydocks carry their own electric power generating plants, evaporators, boilers, air compressors, machine and welding shops. Some are equipped with 20-ton traveling cranes which serve rigging purposes.

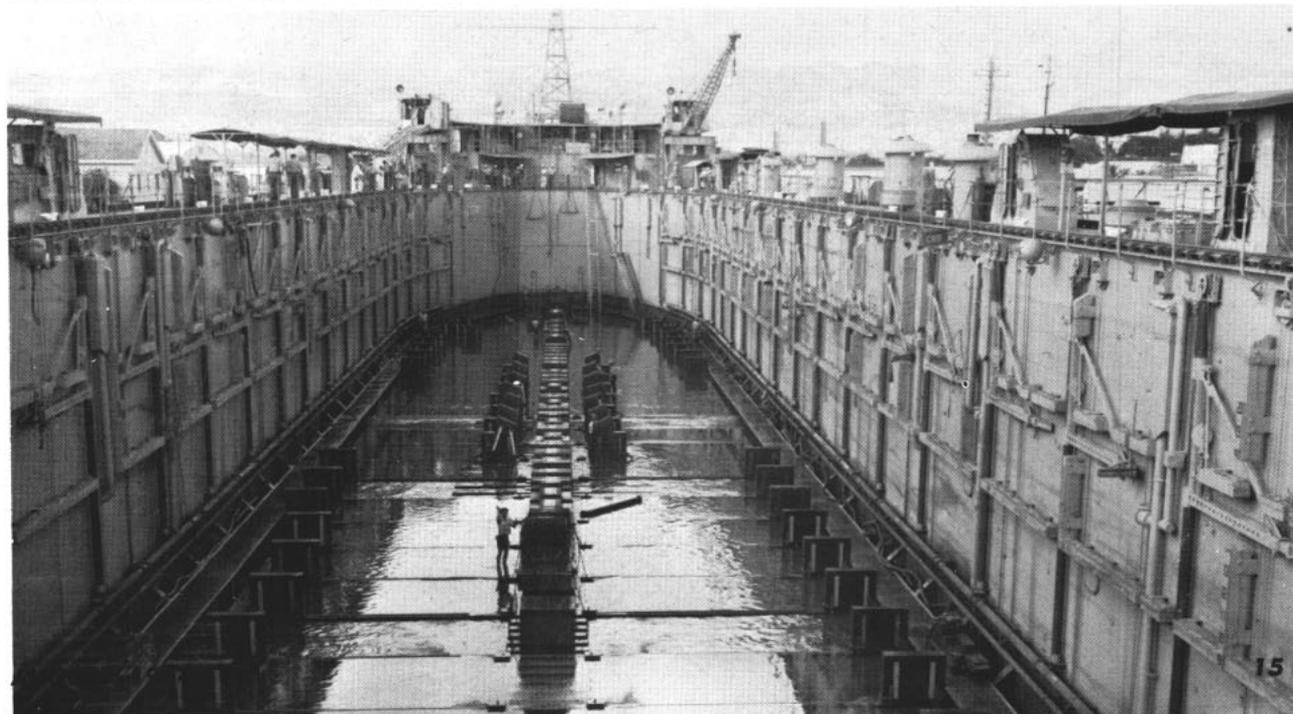
The crews of these units haven't been forgotten. Bunking, mess and galley accommodations are provided. Heads, showers and medical facilities are installed, making them self-contained and suitable for offshore operations.

Like the combatant ships of the Fleet, which must be ready to keep the peace, the Service Force floating drydocks have a tough assignment—to keep the ships "Mobile and Ready." This they do, and very well.

—Gerald R. Boling, JO1, USN



WHAT'S UP DOCK?—USS ARD 30, viewed from fantail gate, stands ready to receive the next ship needing service.



Naval History—By the

WHEN NAVY SHIPS begin to show the scars of their steady battle against the sea, the weather, and the march of time, they are sidelined in the slips and drydocks of naval shipyards. Yard workers come aboard. Cranes lift off old machinery and load aboard new equipment. The ships are chipped, painted, repaired and modernized. And then, once again, they are sent into the Fleet to serve with the seagoing Navy.

This has been going on for over a century and a half.

It all began in 1794, when Congress authorized the construction of six frigates which were to be built for the Navy in shipyards at Portsmouth, Boston, New York, Philadelphia, Baltimore and Norfolk. The workmanship was more than satisfactory, for two of those ships—*USS Constitution* and *Constellation*—are still afloat.

The first shipyards were about as complicated as the young Navy they served. Little more than careening grounds for the wooden sailing ships of the era, their most highly skilled workers were carpenters and blacksmiths. At that time a carpenter



earned \$1.50 per day and a blacksmith—a good blacksmith—earned as much as \$2.50. A ship of the line could be built for \$300,000.

As the Navy grew in size and complexity, the yards expanded to meet increasing demands. Construction of the first two Navy drydocks began in 1827 at the Boston and Norfolk shipyards. Soon after the completion of the docks steam power began to replace sails, and ma-

chine shops became commonplace in Navy shipyards. Then came the iron-clads, with accompanying foundries and metal shops.

As the shipyards grew in size, the original organizations were replaced by new administrations with new management techniques.

AS TIME PASSED, the role of the naval shipyards became more important. In the sailing days, most captains could arrange for the repair of their ships with equipment on hand, if necessary. But as the machinery of naval warfare became more advanced, ship commanders were at a disadvantage when faced with major repairs without the equipment and skilled manpower available at shipyards. By the beginning of World War II, the Navy had reached the point where technological advances had made it necessary for all major repairs to be accomplished at a repair facility. It was at this time that the efficiency of naval shipyards began to have a noticeable effect on the outcome of naval engagements.

A case in point is the story of the aircraft carrier *USS Yorktown* (CV

A BIG ONE—*USS Independence* (CVA 62) goes under the cranes at New York Naval Shipyard in Brooklyn, N.Y.



Yard

5), damaged in the South Pacific.

On 27 May 1942, *Yorktown* limped into Pearl Harbor Naval Shipyard. Her progress north from the battle zone had been impeded by a Japanese bomb which had smashed through her wooden flight deck and exploded six decks down during the Battle of the Coral Sea. At the same time, several near misses had opened her hull seams and riddled her sides with shrapnel.

Yorktown's repair was priority, but during the early days of the war almost all repair jobs were priority. In addition, manpower was at a premium and the shipyard was still in the process of reconstruction after the devastating surprise attack of December 7.

Nevertheless, *Yorktown* was moved into a drydock and boarded by Pearl Harbor's engineers and mechanics. Work progressed night and day and, before the job was finished, 1400 men had taken a hand in the operation.

On 31 May, after just four days in the yard, *Yorktown* was ready to steam. She stood out that morning to join *USS Enterprise* (CV 6) and *USS Hornet* (CV 8) as a part of the task group operating near Midway. On 4 June an air attack from the planes of four Japanese flattops opened the Battle of Midway.

THE REST IS HISTORY. The three U.S. carriers and their air groups, fought and defeated the enemy force, sinking the Japanese carriers *Kaga* and *Soryu* and damaging *Akagi* and *Hiryu* so badly that they had to be sunk. And, though *Yorktown* later sank as a result of the conflict, her planes had taken an important part in the operation.

Historians later called the engagement one of the most decisive battles in naval history. But if *Yorktown's* repairs had taken one day longer, and the enemy carriers had been met by only two U. S. CVs, the outcome could have been different.

Peacetime accomplishments of the Navy's shipyards are seldom so spectacular. The work, however, is no less complicated and demanding. Almost a half-billion dollars is expended annually at Navy shipyards repairing, modifying, and converting



GULL'S VIEW—Photo shows size of Norfolk Naval Shipyard at Portsmouth, Va.

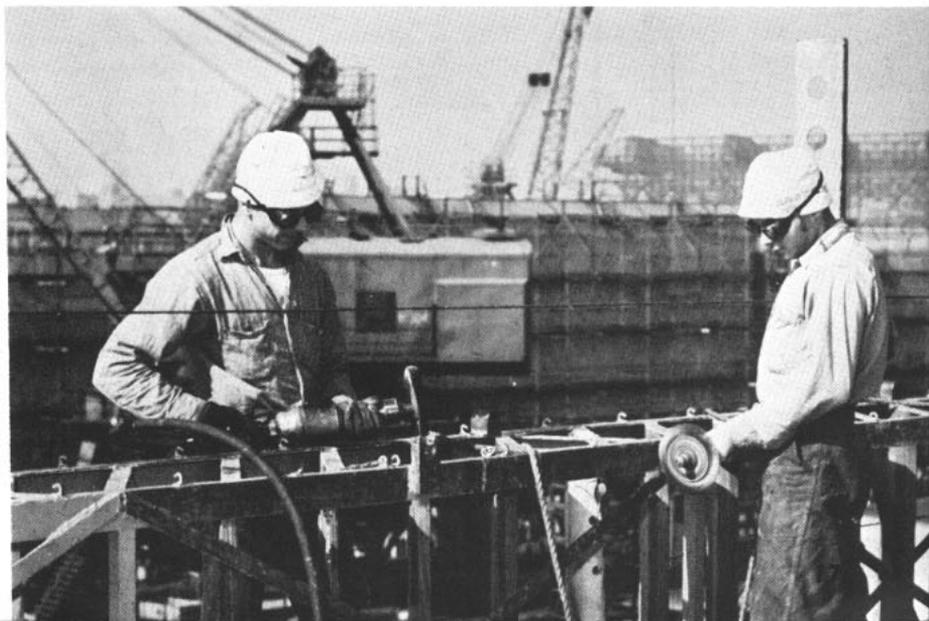
Navy ships of various categories.

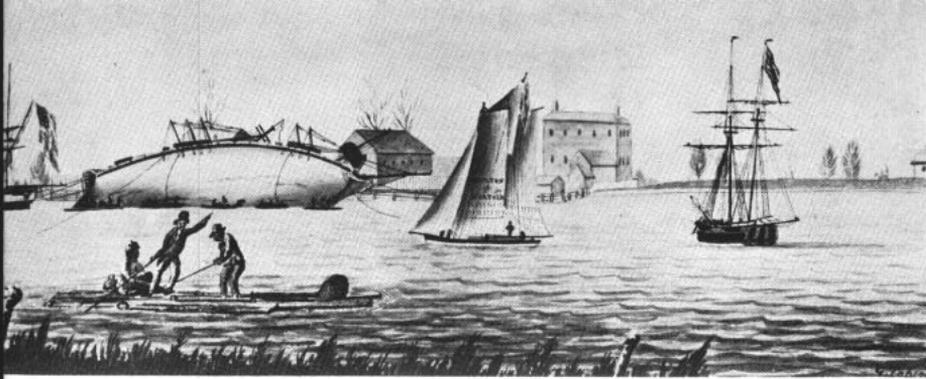
Although some of the work is of a routine nature, there are many jobs which challenge the ingenuity of shipyard engineers and designers. One peacetime project in this category was the conversion of the submarine tender *USS Proteus* (AS 19), which was being equipped to support *Polaris* submarines. It turned out that the original *Proteus* just

wasn't quite large enough, so Navy officials decided to cut the ship in half and add an extra midsection. The work was done at Charleston Naval Shipyard. The ship was cut, a 44-foot "plug" weighing 500 tons was welded into place, and the ship was outfitted for her new duties.

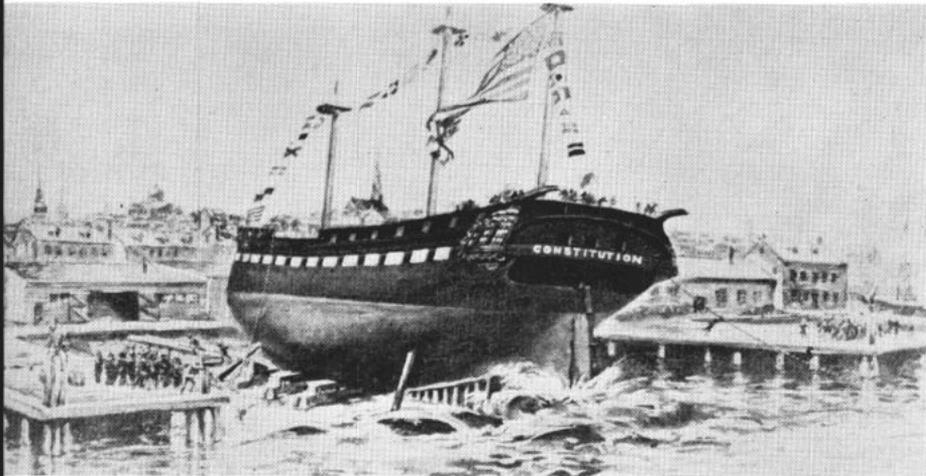
ANOTHER BIG JOB, which will continue for many years in shipyards

SPRUCING UP—Navy men prep ladder for painting while ship is in the yard.

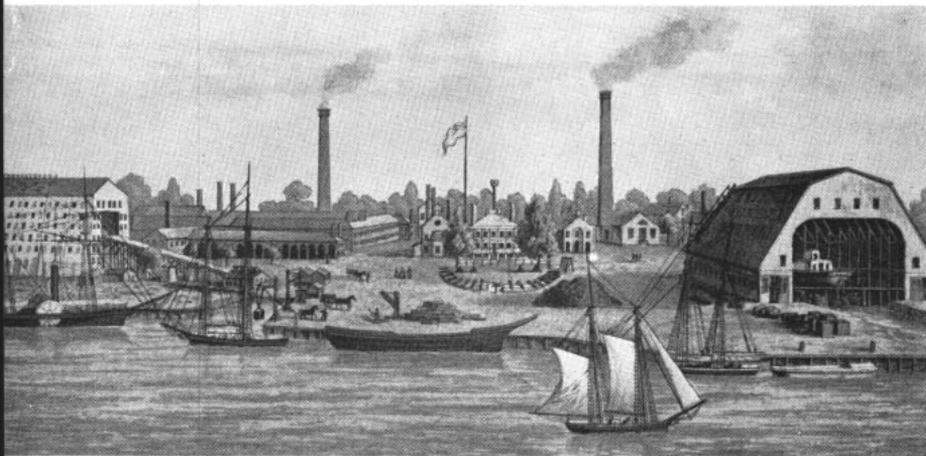




OLD OLD TIMER—Ship is careened at Gosport, now Norfolk Naval Shipyard, which is older than the U.S. Navy—having been established by British in 1767.



SPLASH—Old Ironsides, *USF Constitution*, is launched at Boston Shipyard.



YEARS AGO—Activity in Navy Yard at Washington, D. C., is shown in drawing. Below: Puget Sound Naval Shipyard looked like this at turn of century.



throughout the country, is the Fleet Rehabilitation and Modernization (FRAM) program. The project called for building new life into many of our aging ships, including the aircraft carriers *USS Boxer* (LPH 4) and *USS Essex* (CVS 9), a large percentage of the Navy's DDs, and several LSTs.

The destroyer segment of the program (to be completed next year) is by far the largest. It called for the entire superstructure to be cut away and replaced by all-aluminum construction. Many of the completed FRAM destroyers are equipped with facilities for the *Dash* antisubmarine helicopter and carry *Asroc* launchers.

Today our 11 naval shipyards are manned and equipped to handle not only such jobs as *Proteus* and the FRAM program, but to meet all the maintenance needs of our modern, complex Fleet.

Successful completion of a job depends on proper planning, skilled manpower, and modern equipment. The two largest departments of every naval shipyard are Planning and Production. These departments come under the supervision of a shipyard commander—usually an officer of flag rank—and are assisted by a number of smaller departments.

THE PLANNING Department receives each work request submitted to the yard. The request is screened by skilled planners and estimators who decide what must be done, who should perform the work, how they should go about it, and what plans and materials they will need.

Work requests are usually broken into two or more work orders by the planning department. A work order is a specific instruction which is sent to a particular shop. A complex job, which requires the support of the inside machine shop, the outside machine shop, the electric shop and the foundry, and which requires the support of a shipyard crane, might be subdivided into five work orders.

After the planning is completed, the work orders are sent to the Production Department, the largest in the yard, for distribution to the proper shops. These shops include all the trades necessary to ship work—machinists, electronics mechanics, electricians, welders, shipfitters, shipwrights, sheet metal workers, boilerman, foundrymen, etc.

THE SUPPLY and Public Works Departments provide support to pro-



TAILOR MADE—USS *Proteus* (AS 19) is split in half at Charleston Naval Shipyard for insertion of new midsection.

duction and to the shipyard in general. The Public Works Officer is expected to furnish steam, water, electrical power and transportation (including cranes), and to keep the shipyard's machinery and buildings in good repair, while Supply makes sure the material, parts, and equipment required for each job are on hand when needed.

Shops are standardized throughout the Navy. They are divided into 31 specialized trades, but no single shipyard has the maximum number. Norfolk Naval Shipyard has 26 shops, more than any other yard in the Navy.

Six of the Navy's 11 shipyards are located on the East Coast, four on the West Coast and one in Hawaii. They are: Boston Naval Shipyard at Boston, Mass.; New York Naval Shipyard at Brooklyn, N. Y.; Pearl Harbor Naval Shipyard at Pearl Harbor, Hawaii; Puget Sound Naval Shipyard at Bremerton, Wash.; Charleston Naval Shipyard at Charleston, S. C.; Philadelphia Naval Shipyard at Philadelphia, Pa.; Portsmouth Naval Shipyard at Kittery, Maine; Norfolk Naval Shipyard at Portsmouth, Va.; San Francisco Naval Shipyard at San Francisco, Calif.; Mare Island Naval Shipyard at Vallejo, Calif.; and Long Beach Naval Shipyard at Long Beach, Calif.

THE LARGEST is the New York Naval Shipyard in Brooklyn, where 11,000 persons are employed. The smallest, at least by manpower standards, is the Pearl Harbor Naval Shipyard, employing 4800 persons. Although Pearl Harbor's yard is the smallest maintained by the Navy, it employs more people than any other single employer in the Hawaiian Islands.

The Navy's largest drydock is lo-

cated at Puget Sound and measures 1150 feet in length, 78 feet in width, and is 47 feet deep. Seven Navy shipyards have drydocks large enough to dock the 75,000-ton USS *Enterprise* (CVAN 65).

Although all shipyards have a general ship repair capability, many also perform specialized work. Attack aircraft carriers, for instance, usually go to shipyards at New York, Bremerton, Norfolk or San Francisco. The overhaul of nuclear submarines usually takes place at Portsmouth, Charleston, Vallejo and Pearl Harbor. Norfolk and Puget Sound will soon be in the nuclear overhaul category.

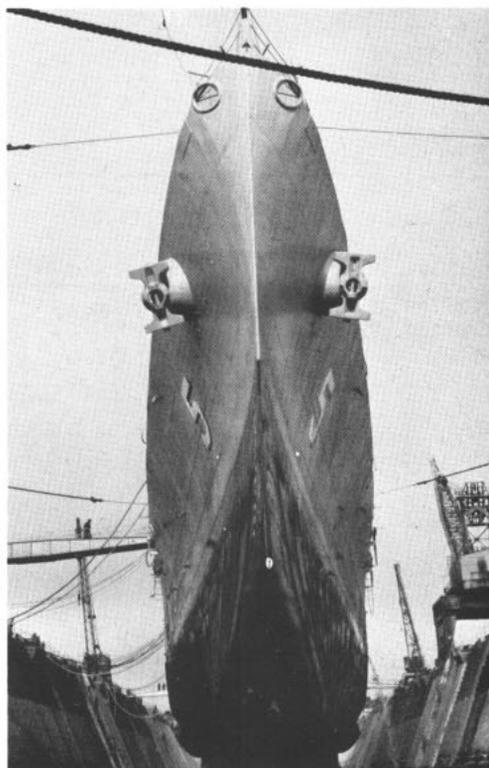
NAVAL SHIPYARDS also have another major function—they undertake new construction of Navy ships. For example, New York Naval Shipyard is now working on four LPDs; Portsmouth, N. H., and Mare Island, Calif., are building SSNs and SSBNs; Philadelphia is constructing an LPH; Puget Sound is at work on three DLGs, an AOE and an AS; and San Francisco is building a DLG.

In addition to keeping the ships of the Fleet ready to sail, today's shipyards form a nucleus for rapid expansion in time of emergency. This ability to grow overnight was demonstrated at the beginning of World War II, when thousands of men and women were hired and trained in a matter of weeks, by those already on duty with the shipyards.

As the ships of the Navy continue to keep pace with the technology of modern warfare, our shipyards must be ready to meet their maintenance needs. Their basic mission, of course, will remain the same as it was when the first yards were created by Congress in 1800.

The shipyards exist to serve the Fleet.

—Jon Franklin, JO1, USN

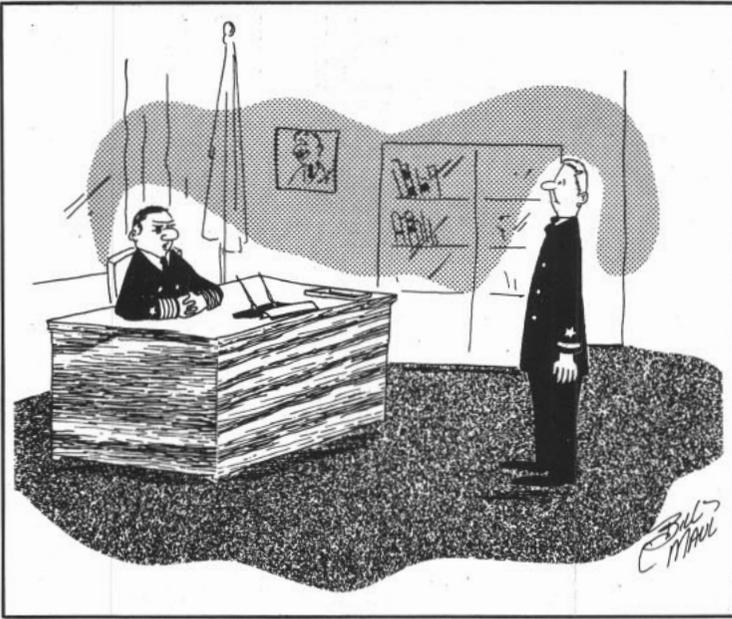


DOCKED—USS *Oklahoma City* (CLG 5) rests on blocks at San Francisco Naval Shipyard. Below: Navy and Yard men keep Fleet in top shape.



FIRST

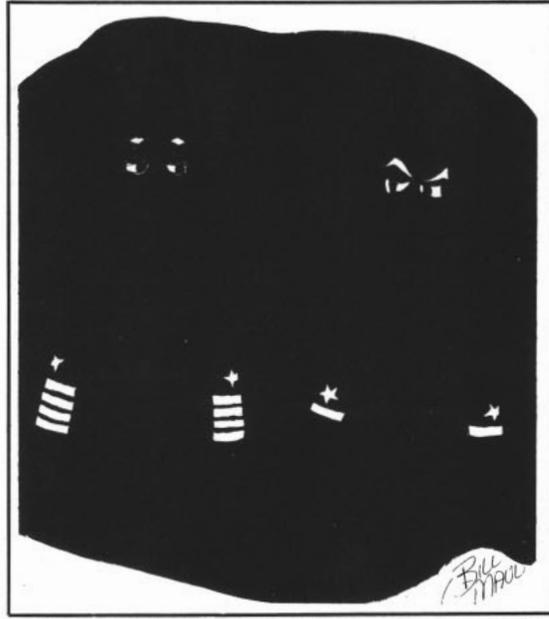
W. R. Maul, CTCA, USN



"The inspection team arrives tomorrow, Higgins. Come up with some figures that show this command is leading in SOMETHING!"

SECOND

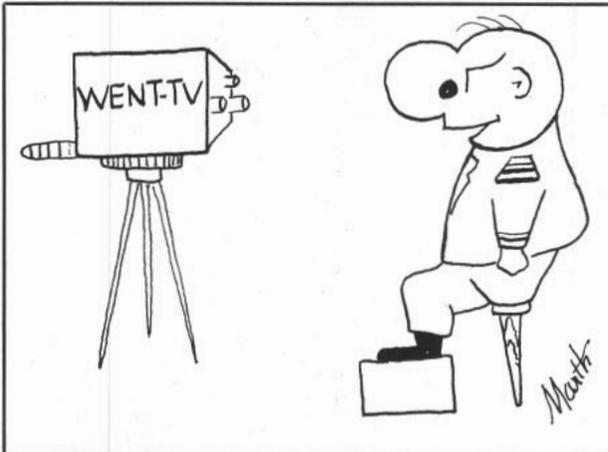
W. R. Maul, CTCA, USN



"You heard me, Mac! I'm the OOD . . . Who are you?"

THIRD

A. C. Marth, SN, USN



"My lecture today will be 'Safety Around Aircraft Propellers.'"

FOURTH

J. E. Felts, SH1, USN



"He'll be with us until the next class starts at OCS."

Champs With an All-

A FUNNY THING happened on the way back from lunch the other day. We stopped in at a conference room in the Bureau of Naval Personnel, where judging of the 1964 All-Navy Cartoon Contest had just been completed.

It was a routine assignment. We were to pick up the winning cartoons so they could be published in ALL HANDS.

The room was empty. Spread all over the conference table were the best of the original cartoons that had been sent in from all corners of the naval establishment. The jury had postponed the job of picking-up-afterwards so as not to miss lunch.

There was nothing to do but wait, so we plopped

FIFTH

LT P. B. Kincade, USN



"I'm sorry, Admiral, I've stomped on it and kicked it for an hour, but I just can't break your flag!"

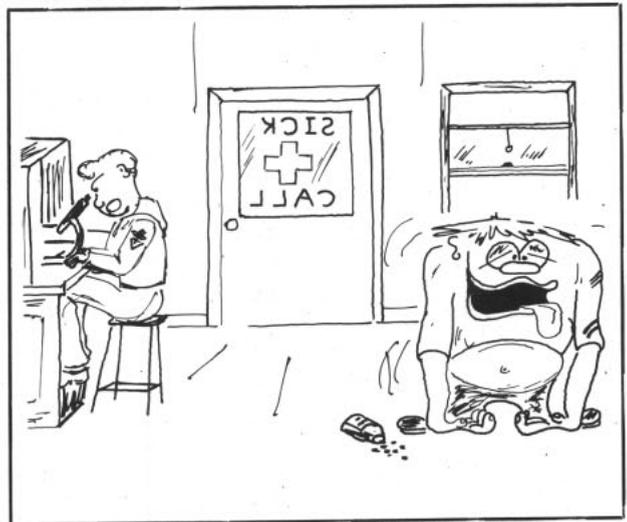
FIRST HONORABLE MENTION

W. R. Maul, CTCA, USN



SECOND HONORABLE MENTION

G. P. Brines, HN, USN



"How did that new wonder drug work, Doc?"

THIRD HONORABLE MENTION

A. C. Marth, SN, USN



"Now men, I'm your new Captain. Don't expect too much, but..."

Navy Sense of Humor

down in the nearest chair and propped our feet up on the corner of the table. Our eyes strayed to the pile of entries.

Temptation soon won out, and we reached for the cartoon nearest us. The first one made us snort. We reached for another one, and started to chuckle from somewhere around the mid-section.

The next cartoon gave rise to a full belly roar. Only seconds elapsed before we found ourselves afoot, un-systematically grabbing up and discarding drawings from the heap of cartoons spread before us. Our vision by this time was blurred by tears.

Relying on support from one hand to keep us from tilting over backwards during a guffaw, we moved (Continued on page 22)

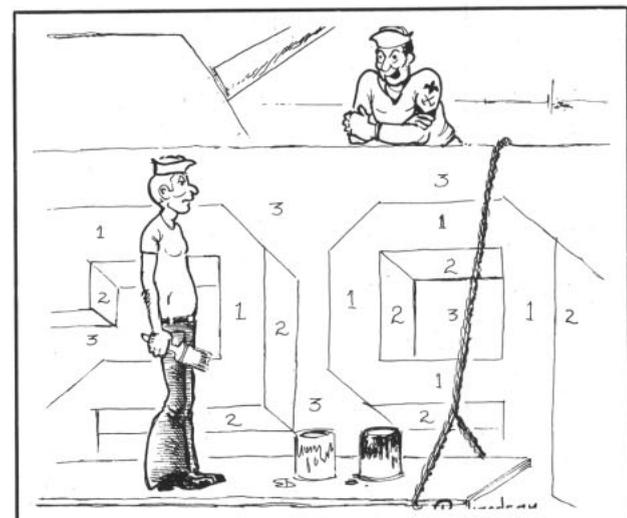
FIFTH HONORABLE MENTION

E. M. Mawn, Jr., CT1, USN

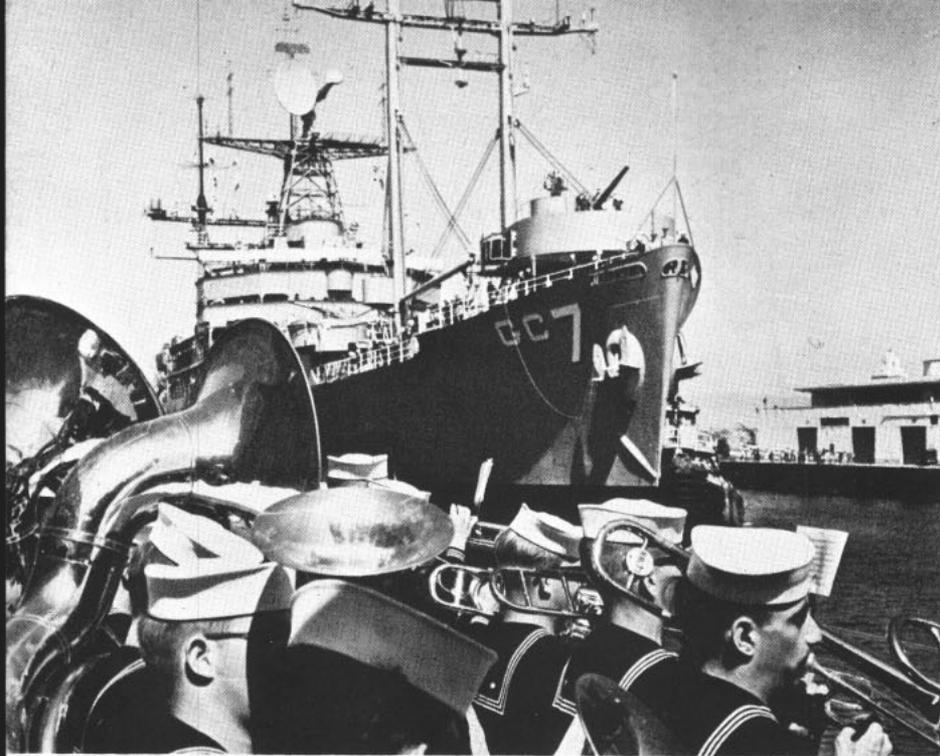


"What a swell guy . . . said a mast wasn't good enough for me . . . He's gonna give me a special something or other!"

FOURTH HONORABLE MENTION S. C. Richardson, PHAN, USN



"It's very simple, you just paint by the numbers."



COAST TO COAST—ComPhibPac band greets USS Mount McKinley (AGC 7) with 'California Here I Come' as she arrives at San Diego, her new home port.

'Digital Thinking'

As digital computers come into wider use in the Navy, there is a corresponding requirement for more trained personnel to operate them. Various Navy-operated schools provide just that.

The results of a recent training course conducted at Naval Ordnance Test Station, China Lake, Calif., however, tend to strengthen the possibility that much of this training and learning might be done under on-the-job circumstances.

The men picked to operate this experimental facility didn't know what it was all about. None had ever been exposed to computers.

A training program, designed specifically to teach the China Lake men what they would need to know for this particular job, was prepared

by the Naval *Typhon* Training Unit, Baltimore, Md. Two instructors who were detailed to China Lake administered the 220-hour course to 19 enlisted men (ranging from seaman through CPO), two officers and one civilian engineer.

The course was titled "Basic Fire Control Digital Techniques," and the curriculum covered seven areas: transistor theory; numbering systems; Boolean algebra (which is used in computer mathematics); basic digital circuits; basic digital computer; fundamentals of programing and peripheral equipment.

Although the trainees had no previous experience in the field, their instructors—E. V. Hallen and A. P. Taylor, both FTCs—felt that they bridged the gap most successfully.

According to Hallen the purpose

was to introduce the trainees to the basic techniques of digital devices and their applications—which, in his terms, boils down to "digital thinking."

Although the final test will come in the months ahead, when the class members start operating the equipment, he thinks the objectives of the course were achieved.

The skills and knowledge gained by this class may have a value well beyond the immediate goal. Possibly, it could point the way for some reduction in the formal training time required for digital training.

Sylvania Will Sail for LantFlt

The commissioning detail of *Sylvania* (AFS 2) expects to chalk up a number of Navy firsts. As *Sylvania* is scheduled to be the only ship of her type assigned to the Atlantic Fleet, it shouldn't be difficult.

Almost everything she does will be a first.

Built in Long Beach, Calif., she will be the first AFS to transit the Panama Canal, and the first to conduct shakedown at Guantanamo.

As well as the first AFS to deploy to the Med.

And the first to re-supply the atomic task force consisting of *USS Enterprise* (CVAN 65), *USS Long Beach* (CGN 9) and *USS Bainbridge* (DLGN 25).

Sylvania will be commissioned this month. She is the sister ship of *USS Mars* (AFS 1), which was the first of the type and now serves in the Pacific.

The AFS is designed to combine in one ship the resupply capability of the refrigerator ship (AF), the general stores ship (AKS) and the aviation supply ship (AVS).

Sylvania will displace about 17,500 tons when fully loaded.

Winners in All-Navy Cartoon Contest (Cont.)

slowly around the table. Weak and still only a quarter of the way through the assortment, our eye happened to focus on the doorway. There stood the jury, back from lunch.

No need for explanation—the situation was all too obvious, so our introduction was in the way of "What did you think of *this* one!"—followed by another unmuffled burst of laughter.

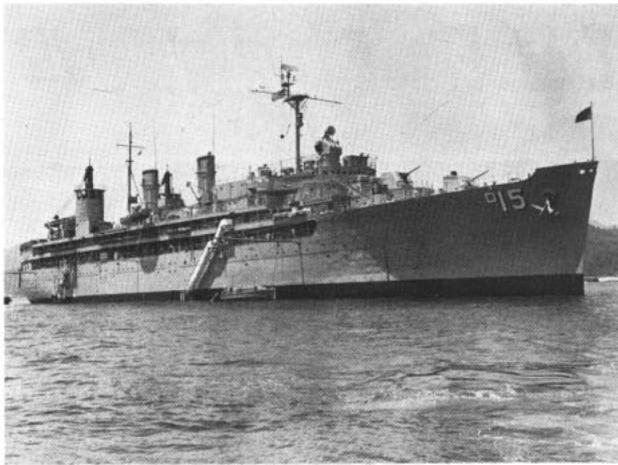
The jury had resolved a tough proposition, and handed over the winning cartoons, which we show here. Thankfully, the top non-winners will also be shown in ALL HANDS during the forthcoming year.

Bill Maul, CTCA, USN, of U. S. Naval Security Group, Bremerhaven, Germany, winner of the ninth

annual All-Navy Cartoon Contest, is no stranger to the competition. His jury-pleasing material is again fresh and humorous—enough so to win for him three of the top 10 places.

Albert Marth, SN, stationed aboard *uss Enterprise* (CVAN 65), won two places with his entries, and five other cartoonists—Jackie Felts, SH1, *uss Pine Island* (AV 12); LT Paul Kincade, Staff, COMSERVPAC; George Brines, HN, U. S. Naval Hospital, Great Lakes; Sam Richardson, PHAN, Heavy Photographic Squadron Sixty-One; and Ernest Mawn, Jr., CT1, USNSGA Skaggs Island—copped the other five places.

Hats off to the winners, and good luck in next year's contest. You'll find more cartoons in Bulletin Board.



Visit to Shimoda

THE WEATHER was clear and the day was sunny, quite appropriate to commemorate an auspicious occasion. Precisely at 0830 USS *Prairie* (AD 15) and USS *Collett* (DD 730) entered the port of Shimoda, Japan, rendering an 11-gun salute.

This started the 25th annual Black Ship Festival commemorating the arrival of Commodore Perry at this small fishing village in the month of May, 1854. Perry's visit not only opened the door to commerce between the two countries but also marked the beginning of intellectual exchange between the East and West.

Following the visit of the Mayor of Shimoda to the commanding officers of the two ships, boatload after boatload of local citizens came out to visit. At the end of three days in port over 3000 visitors had taken the guided tour of *Prairie* and *Collett*.

Sunday was a day set aside to honor the achievements of the "Black Ships". Festivities began with a parade that included representatives from the U. S. Navy and Japan. It wound through the narrow streets to the Memorial Park, for the formal ceremony.

Clockwise from upper left: (1) USS *Prairie* (AD 15) moors at Shimoda. (2) *Prairie* men watch Black Ship Festival parade. (3) Boatload of visitors pulls alongside. (4) Souvenir photo is taken with Japanese children. (5) CAPT Kenneth Steen, CO of *Prairie* greets young citizens of Shimoda. (6) Navy player swings away during game with Shimoda all stars.



LETTERS TO THE EDITOR

BuPers Is Everyone's Friend

SIR: What way, if any, is there to inquire about Seavey status without bugging the people in the Bureau with long-distance phone calls or having a "friend in the Bureau" check for you?

There are many cases where this information would be very helpful. In my case, I would like to know if I will receive orders ashore this year because, if not, I plan to buy a house in my home port. I know other people who have the same question, but don't want to phone to see how high they stand on the list.—J. E. D., DK2, USN.

• The best place to check for information on your rotation ashore is at your own personnel office. You might as well save yourself the expense of long-distance phone calls in this regard.

Judging from your inquiry, you feel it would be helpful to know how high you stand on the Seavey list. This is not necessarily so.

Once you qualify for Seavey, just when you will be transferred is determined by: (a) How long you have been on active duty in comparison with other men on the Seavey with the same rate and rating; and (b) whether a vacancy occurs in the area of your choice.

When assignments are made, men in your rating who request the same duty and have been on active duty longer than you will normally be transferred first. Thus, no one at the Bureau would be able to give you definite information on the date of your transfer until such time as a billet becomes available in an area of your choice, and you qualify for assignment to that billet. Although Seavey tries to assign you and other men in your segment to shore duty before the following segment comes up for consideration, this may not always be possible, due to excesses in certain ratings on a particular Seavey.

Once you have been selected for a billet, a 1A card is mailed to your CO indicating the month you will be transferred. This lapse of time from when the Bureau knows your transfer month and when you are informed amounts to a matter of days—just as long as it takes your 1A card to go through the post.

Your main concern is to check the Enlisted Distribution and Verification Report (1080-14) at your personnel office. Make sure your status is listed correctly (Code 20 on your entry means you are on effective Seavey).

If you are eligible for assignment ashore and the information is recorded correctly on the 1080-14, you must then rely on the system to give you a fair

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

shake—as do some 585,000 other Navy-men. You will receive your orders three to four months before transfer. No "friend in the Bureau" or any other source could give you reliable dope earlier than that.

Incidentally, if you haven't done so already, we suggest you read the Seavey/Shorvey Report in the June issue of ALL HANDS for further information on this subject.—Ed.

Waivers for Sub Duty

SIR: I am interested in assignment to submarine duty. I understand that, to qualify, an individual must have a combined GCT/ARI score of 100.

My combined score is 95. Are exceptions ever made in such cases?—F. R. L., TN, USN.

• There is a possibility that you may receive a waiver.

Personnel in other than ET, MM, EN, EM, IC and HM ratings must have a minimum combined GCT/ARI score of 100. Those in the ratings listed above must have a combined score of 110.

Medal for Taiwan Strait?

SIR: Is there such a thing as a Taiwan Service Medal? If so, what are the criteria for its award?—M. D. G., PN2, USN.

• You are probably referring to the Armed Forces Expeditionary Medal, established by the late President Kennedy by Executive Order 10977 of 4 Dec 1961. The medal is awarded to recognize the services of military personnel who participate in certain Cold War operations. Services which merit such recognition are determined by the Joint Chiefs of Staff.

Taiwan Strait is the site of one of the Cold War "incidents" for which the medal is awarded. Lists of eligible ships and units will be published soon in change one to SecNav Inst. P1650.1C of 16 Aug 1963, Subject: "Navy and Marine Corps Awards Manual."—Ed.

The Enlisted Transfer Manual, chapter 10, lists the other eligibility requirements, and sets forth the procedure to follow when requesting submarine duty.

When your request is forwarded to BuPers, your CO's recommendations concerning a waiver will be considered. Your service record is reviewed as a final determining factor, and the waiver may or may not be granted.—Ed.

Midnight Oil Will Smooth Your Way

SIR: In a previous Letters to the Editor section, you listed a number of suggested publications for prospective senior and master chiefs to use as study material. Would it be possible for you to list the names of some of the books in the categories of specialty handbooks, popular psychology books and vocabulary development books? Also, where can I obtain college entrance examination study material and high school subjects self-taught publications?

Is it possible to obtain these publications from the local I & E office?—J. W. P., YNC(SS), USN.

• Your question, for the benefit of other readers, concerns study materials for the common knowledge (or reasoning ability) section of the E-8/E-9 exams, which we discussed in the February 1964 issue.

Our information, in this case, is general. It is established policy that in cases such as this the Navy cannot recommend books by any one publisher. But we can tell you this:

Specialty hand books are those which pertain to your rating. As a yeoman, you would be interested in books on such subjects as administration and personnel management. Personnel in electronics ratings, as another example, should consult books on electronics.

The popular psychology books and vocabulary books are many and varied, and we cannot mention any particular one. These books are intended to enhance your reasoning capability and better your understanding of the English language.

College entrance examination study material books are available in the larger station libraries or may be purchased for approximately a dollar from newsstands in the various exchanges or public newsstands. A self-study book on high school subjects is widely distributed throughout the Navy by the Library Services Branch, BuPers.

Because of the large concentration of enlisted personnel in your area (Norfolk), it is probable that most of these books are stocked by the station library. We suggest that you check there first,

and as an alternative, stop in at the local city library for assistance.—ED.

Those PUCs Have to be Earned

SIR: During World War II, I was in *uss Tirante* (SS 420) when she was awarded a Presidential Unit Citation. At that time, we wore a star on the ribbon if we were on board when the award was earned. Others, who were attached to the unit later, wore the ribbon without the star.

As you undoubtedly know, the manner of wearing this award was subsequently changed. I have, however, seen a number of men—even young seamen—wearing the PUC ribbon without a star. When questioned, they tell me they are wearing the ribbon at the direction of their CO because the ship earned a PUC during World War II.

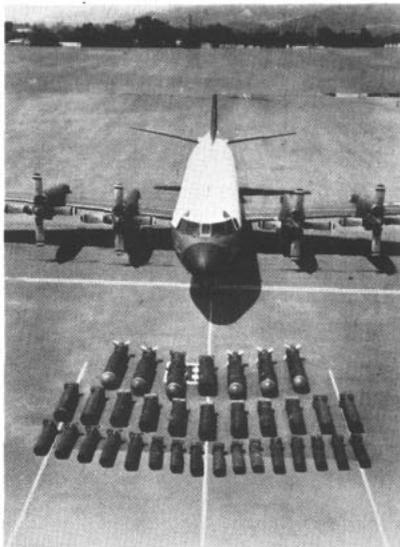
This, of course, is contrary to the latest regulation and apparently indicates the change (which dates back to 1957 or 1958) didn't find its way into many copies of the *Awards Manual*.

Would you please pass the word on how and when the PUC ribbon should be worn?—J. P. S., LT, USN.

● You have raised a good point, and we'll be happy to oblige, sir. Since 1957, when *SecNav Notice 1650* changed the manner of wearing the PUC (later incorporated in a November 1958 change to the "Navy and Marine Corps Awards Manual"), only those men who actually participated in the cited unit during the action which merited the commendation are permitted to wear the ribbon (without a star) permanently.

Men who participate in subsequent action on the same or another ship or with another unit which earns a PUC are entitled to add a star for each action which is cited by the President.

Men who join a cited unit after the dates of citation are not entitled to wear the ribbon bar even while attached.—ED.



SUB HUNTER—Navy's P-3 Orion is shown with three types of mines it can carry in its submarine-killing arsenal.

Family Separation Allowance

SIR: When a man goes overseas now, he must request clearance for his dependents. If clearance is denied because there isn't enough housing, or for some other reason, he would be able to draw the family separation allowance for the length of the separation. But suppose an enlisted man received orders assigning him to duty ashore outside the area of his duty preferences through the Seavey program. Isn't he then entitled to FSA?

Let's say that an enlisted man with six dependents is stationed aboard a ship homeported in Long Beach and owns a house there.

Then he receives orders to a squadron ashore located at North Island, San Diego.

Navy housing is not available, and to be with his family he has to travel

about 220 miles daily when not on duty. He never requested shore duty when he filled out the Rotation Data Card. In addition, he has to pay \$.90 daily for ferry transportation from San Diego to North Island.

Would he be eligible for FSA for the length of the separation?—T. C. R., YNC, USN.

● In this case, he would not be entitled to family separation allowance because he does not meet the necessary conditions.

He was transferred from ship to shore station on PCS orders. The movement of his dependents to San Diego is authorized at government expense on these orders, so he is not eligible for FSA-R.

But he can qualify if he is deployed away from his permanent duty station with his squadron for more than 30 days continuously. Then he would be entitled to FSA-T (Temporary and Temporary Additional duty), provided, of course, he meets the other conditions to receive this allowance.

If you want to know more about FSA, see *SecNav Inst. 7220.46A*.—ED.

Sea Chanters

SIR: I have heard that there is a Navy choir. If this is so, can you give me information as to how I might become a member?—A. P. Z., PN 3, USN.

● The Sea Chanters, attached to and serving with the U. S. Navy Band, is the Navy's vocal group. When vacancies occur in this group they are filled by personnel in the musician rating, on active duty in the Navy, who, in addition to their instrumental proficiency, have a record of outstanding training and experience in the field of vocal music.

As an alternative, you might wish either to join or organize a singing group or choir at your present duty station. Let us know the results.—ED.

HITCHED—An A5 Vigilante, capable of over Mach Two, is readied for launching from USS Enterprise (CVAN 65).





SIDE BY SIDE—F-8 Crusaders cut through the blue. Two-position wings enable F-8s to fly at twice the speed of sound and slow enough for carrier landing.

The Problem of Precedence—Again

SIR: Please advise how Marine enlisted precedence fits in with that of the Navy. I know that Marine enlisted seniority is determined by date of rank within each pay grade. Navy enlisted precedence, for men in the same pay grade, is determined by the rating held—regardless of time in pay grade.

Is it possible to establish an enlisted Marine's seniority (for military matters) in a Navy-administered command? Must a Marine, in this case, fall at the bottom of the precedence list in his pay grade, or can he be phased in

according to his specialty?

Here's a hypothetical case:

At a Navy-administered command, there are a YN1, BM1 and Marine staff sergeant working together on a detail. The YN has three years in grade; the Marine two years in grade; and the BM one year.

Where does the Marine fit in for matters of military precedence?—E. C. G., YNC, USN.

• A definitive answer to your question cannot be given, since Navy and Marine Corps enlisted precedence systems are not compatible for military

matters. In the hypothetical case cited, it would appear that the proper solution would be to phase the Marine in in accordance with his specialty, if possible.

For your information, the Navy is considering a change to its enlisted precedence policy. If the change is effected, precedence would be based on time in pay grade (similar to the Marine system), and the rating held would not be considered.—ED.

Good Conduct Means Just That

SIR: The Navy and Marine Corps Awards Manual lists a number of eligibility requirements for the good conduct medal. But personal matters—such as indebtedness—were not included.

I think indebtedness is a discredit to the Navy and should be sufficient grounds to disqualify a man who continually refuses to pay his just debts.

Recipients of the good conduct medal should be qualified in all respects; personal as well as military.—R. J. N., USN.

• We agree. So do the people in the Decorations and Medals Branch. And so does the current edition of the "Awards Manual."

Presumably you found your information in the old "Awards Manual" (Navy Pers 15,790), which was superseded by SecNav Inst. PI650.IC in August 63.

As you said, the old Manual did not mention debts. But the new one, in addition to itemizing the usual qualifications, inserted a clause by which the award could be refused on the grounds of indebtedness.

You can find the particulars in Article

A Few Notes About Destroyer Duty

SIR: As an eight-year Navyman who had spent his entire career on the beach you can imagine that I boarded USS *Uhlmann* (DD 687) for my first sea duty, cursing the Seavey-Shorvey process all the way up the brow.

Fortunately, the exec was on the quarterdeck, and he proved to be an amiable man. He invited me to his stateroom and had the yeoman I was to work with come in too.

When my working mate showed up I hoped he had a pleasant disposition because he was a big guy. He greeted me with a smile instead of a scowl, however, and I began to feel more at ease.

My first week in a destroyer confirmed every suspicion I had ever had about tin cans. I was seasick all the time. Eating was impossible, and I was covered with the cuts and bruises I received as I ricocheted from one bulkhead to another.

Nevertheless, my new job was a challenge, and I began to learn the routine aboard. Little by little I began liking life on board a destroyer.

After a month, *Uhlmann* left CONUS on WestPac deployment. By the time we reached Pearl Harbor, I knew all the officers on board and about half my shipmates.

We were stranded on Midway for repairs long enough for me to get to know the rest of the crew. On a small island like Midway, with time on your hands, you're bound to get acquainted.

After Midway came Guam, then Subic Bay in the Philippines. By this time, I knew a little bit about everybody's background.

The grumbling and complaining that had dismayed me in the beginning I now recognized as being as much a part of shipboard life as chow and the evening movie.

I was pretty sure by now that, although nobody would be caught dead admitting it, every sailor on board had a soft spot in his heart for his ship.

From Subic Bay we went to Kobe, Yokosuka, Sasebo, Hong Kong and Okinawa. If there is one thing you get to do in a destroyer, it's seeing the world.

Time at sea was spent on general quarters, refueling, replenishment, highline, light line and shipboard drills. Everybody had a job to do and, on a small ship like *Uhlmann*, comradeship is close.

Sailors on the big ships smother us in pity, especially during rough weather, saying we ought to have submarine pay. I wouldn't argue with the special pay bit, but they can keep their pity.

Life in a destroyer is a challenge and what is life without challenge? A Navyman with a destroyer patch on his shoulder is a salty sailor—a destroyerman is tough enough to survive just about anything.

On the last day at sea, I was thinking of San Diego and getting to see the family. I also thought of the weeks at sea, what I had learned and the fun I had had and, you know, I was sort of sorry the cruise was coming to an end.—Pacifico E. Almazar, PN1, USN.

• We suspect that you aren't the first to feel this way. Thanks for a fine description of "life in a destroyer," and the destroyer's spirit.—ED.



MEETING THE DESTROYER NAVY—Secretary of the Navy Paul H. Nitze visited ComCruDesLant headquarters where he talked with destroyermen and inspected representative ships of the force. The Secretary boarded USS Barry (DD 933), Charles S. Sperry (DD 697) and CruDesLant flagship USS Yosemite (AD 19). On board the DDs he chatted with the men and watched demonstrations of ship's equipment. Left to Right: SecNav shakes hands with destroyermen R. E. Ellis, PNT, E. M. Refsland, SFC, and D. P. Marshall, EMC, of Destroyer Division 242.

531, page 5-7, of the new Manual. Roughly, it says that when the commanding officer feels a man should not receive the award due to a repeated record of valid indebtedness or other acts not in keeping with Navy standards, he should make an appropriate recommendation to the Chief of Naval Personnel.

The new Manual also requires that a Navyman serve four years with a clear record, instead of the three years previously required. This is part of the general tightening of regulations which will make the award a little harder to earn and, consequently, more meaningful.—Ed.

Changes in Chiefs' Uniform

SIR: I've heard scuttlebutt that white and blue mess jackets have been authorized for chiefs. Is this true? If so, when must they be worn and how will rating badges be positioned?—R. A. P., BMC., USN.

• The reports are true. But don't rush out and buy a mess jacket—you would probably never have an occasion to wear it.

The jackets will become an optional part of the CPO uniform on 1 Jan 1965. They will be authorized by Change Three to "U. S. Navy Uniform Regulations," now at the printers.

CPO mess jackets will be authorized by a footnote to paragraph 0622—indicative of the effect it will have on most Navy chiefs. Mess jackets are worn only at black tie or white tie affairs.

Even if you are required to attend formal gatherings where mess jackets are prescribed for officers, you will not be required to wear one. The prescribed uniform for CPOs at such an affair will be his Dinner Dress uniform.

Rating badges and hashmarks for the jacket, if worn, would be exactly the same as are required for the CPO blouse. Miniature medals and breast

insignia should be worn on the jacket in the same manner as prescribed for officers.—Ed.

Corpsman Wants To Get In the Swim

SIR: In your January issue you mentioned a hospital corpsman who was a medical deep sea diving technician. I have always been interested in scuba and deep sea diving and would like to gather a little more information on the subject.

As yet I have not gone to Corps School, but will do so in August. How do I get into deep sea diving after that?—J. C. C., HA, USN.

• First, upon graduation we recommend you get hold of the "Hospitalman 3 & 2" training manual and study it. You need to be HM2 or HM1 to be eligible to apply for the 26-week course for designation as a medical deep sea diving technician. In addition you must

have 30 months of obligated service after completing the course which is held in the U. S. Naval School, Deep Sea Divers, Washington, D. C.

You must also have a minimum ARI-MECH combination of 105 and be physically qualified in accordance with Article 15-30 of the BuMed "Manual." Additional selection requirements for diver training candidates are outlined on page D-10 of the "Catalog of U. S. Naval Training Activities and Courses" (NavPers 91769-F).

If by the time you meet these requirements you are still interested, you must volunteer for the course of instruction and be recommended by your commanding officer.

Upon completion you will be designated a medical deep sea diving technician with a NEC of HM8493. Just make sure the appropriate entry is put in your service record.—Ed.

DUAL FUEL—USS Mississinewa (AO 144) pumps oil to USS Forrestal (CVA 59) from her port side and USS DuPont (DD 941) is fueled from the starboard.



Anchored in the Wrong Column

SIR: I note with considerable astonishment and interest the presence of naval shipyards in York, Pa., and in Yorktown, Va., as reported on pages 44 and 45 of your June 1964 issue. Isn't this reversing the trend of reducing the number of military establishments? I have passed through Yorktown and live in York, and haven't heard a word about either until ALL HANDS scooped the world. What gives?—G. V. B., York, Pa.

• *Shambles, utter shambles. That's what gives. Ever since we saw the printed version of the June issue, there has been no living with ourselves. We kick at the cat and snarl at our loved ones.*

We goofed. We dropped anchor in the wrong column, and voila! However, there are no naval shipyards in York, Pa., and Yorktown, Va.

And don't bother to tell us there isn't a shipyard in Salt Lake City, Utah, either, as reported on page 50 of the June issue. We know it. We'll be mighty careful about dropping anchors in the future.—Ed.

Norris Finds Another Way to Refuel

SIR: It is with no little embarrassment that I attempt to clarify the circumstances behind the fueling of *uss Bristol* (DD 857) by *Norris* (DD 859). (See ALL HANDS, November 1963, page 28, and April 1964, page 25).

There's only one thing wrong with your most ingenious explanation concerning our transfer by means of a P-500 pump. We gave you bum dope in our original letter. It wasn't a P-500.

It is with a sense of contributing to an anticlimax to admit that we simply used our Number Two fuel oil transfer

pump, taking suction on our after storage tanks.

If anyone is still interested, this was our procedure:

We pumped the oil through our transfer main to the deck connection at frame 92 and through two 25-foot sections of P-500 suction hose to *Bristol's* deck connection.

A double female coupling was used to adapt to *Bristol's* deck connection. The rate of transfer was 5000 gallons of fuel per hour.

Our faces are red but we hope this sufficiently explains the matter.—CDR K. J. Cole, USN, Commanding Officer, *uss Norris*.

• *Well, we asked Norris in our April issue, to explain her method of refueling Bristol. Commander Cole has told us, and it serves us right. Next time, we'll leave a good story alone.*

The whole thing may have served a purpose, however. If anyone feels inclined to use a P-500 pump for refueling, he can use the ALL HANDS speculation on how Norris might have done it as a "How To Do It" Guide.—Ed.

Rhyming Log, Vintage 1929

SIR: Your reply to a letter to the editor last May asked if anyone knew of a rhyming New Year's log entry older than the one written.

The January 1959 issue of *Naval Institute Proceedings* printed an article on rhyming logs. The story included the last four lines from a log written in 1929 by Ensign E. V. Dockweiler in *uss Idaho* (BB 42) who was lucky enough to be standing the first watch of the year. He closed his poem like this:

**That's all the dope this morning,
Except just between us two
If the Captain ever sees this log,
My gosh, what will he do?**

The ensign evidently anticipated the

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, ALL HANDS Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four months in advance.

• *uss Nevada* (BB 36)—The 11th annual reunion is scheduled for 24 October at the El Cortez Hotel, San Diego, Calif. For further information, write to Arlington Smith, 7594 Careybrook Lane, San Diego, Calif. 92114.

• *Great White Fleet*—The annual reunion for those who cruised with the Great White Fleet will be held at the U. S. Grant Hotel, San Diego, Calif., on 16 December. For details, write to Harry S. Morris, 5070 Marlborough Dr., San Diego 16, Calif.

old man's anger, but his fears were unfounded. When the skipper signed the log he added the following comment: "The captain is glad to see that the old Navy custom of writing up the first watch of the year in rhyme is known to the younger members of the service. The watch stands as written."

According to *Idaho's* captain, rhyming New Year's logs were already an old custom as far back as 1926.—Robert M. Derrit.

• *So rhyming logs have been traced back to before 1929. Years before that time, some miserable OOD on some miserable tub (what ship isn't if you've got the New Year's mid?) decided to vent his frustration by writing the log in rhyme and adding a few comments of his own.*

But when? Where? We wish we knew.—Ed.

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Colonial 'Pentagon' Is Site of Army-Navy Museum

CARPENTERS' COURT, as history buffs are aware, is a small section in the quiet Independence National Historical Park in Philadelphia. Quiet today, perhaps (except for the shuffling-through of myriad tourists), but in the 1774-1800 period the court was the Pentagon of our fledgling nation.

The Revolutionary War Navy was formed here by the Continental Congress meeting in Carpenters' Hall. Arms were stored in the hall, and soldiers drilled in the courtyard.

After the war, Secretary of War Henry Knox had his offices in Carpenters' Hall. His "Pentagon" staff then consisted of five clerks and a doorman. The Navy Department, under its first secretary—Benjamin Stoddert—occupied two rooms in a nearby house.

This is, then, an ideal location to memorialize the birth of the Navy and its subsequent significant role in America's history. This is exactly what is to be done, for this is where an Army-Navy Museum is to be built.

For several years the Navy has been interested in the establishment of a Navy museum, and has given support to a proposal, made by friends of the Navy, to do this.

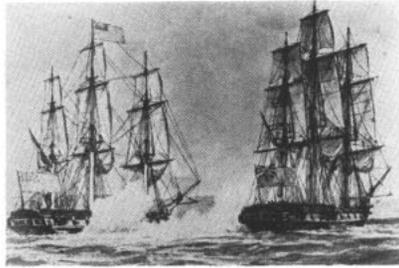
The Army developed a similar interest in a museum of its own, and it was subsequently agreed that a joint Army-Navy museum would be built.

For this project the Pemberton House, which sat in a corner of Carpenters' Court from 1775 until the house was demolished in 1812, is to be reconstructed. The house will add one more stroke of authenticity to the court area, which the National Park Service is recreating.

OVER 12 YEARS of research on other similar historical buildings in the area will help the planners achieve this authenticity.

In the Army-Navy Museum, panoramic and dioramic "living" displays and exhibits will dramatize the birth of the Navy, its role in the War for Independence, and the birth and growth of the regular Navy in the 1798-1800 period. The daring exploits of John Barry, Nicholas Biddle and John Paul Jones will be dramatically portrayed.

Cost of the Army-Navy Museum is estimated at about \$600,000, which will pay for reconstructing



PAST—First *Ranger* battles HMS *Drake* at sea during the Revolution.



PRESENT—USS *Ranger* (CVA 61) was one of the first to contribute over \$1000 to the Army-Navy Museum.

Pemberton House and installing the military and naval displays. The Army's share is nearly paid, and the Secretary of the Navy has requested ADM James L. Holloway, Jr., USN, (Ret.) to head a national committee for fund-raising on behalf of friends of the Navy.

In this case, there is an added dividend for donors. Besides helping build the museum, they can be represented within the building as Builders, Benefactors, Founders or Sponsors, depending on the size of the gift.

Two Navy ships have already become Founders by contributing at

least \$1000. Both ships—uss *Enterprise* (CVAN 65) and uss *Ranger* (CVA 61)—bear names distinguished in the Revolutionary War.

The first of the long line of ships named *Enterprise* served valiantly in the Battle of Lake Champlain. This delayed the British advance from Canada for a year, gave the colonies time to prepare, and led to the decisive victory at Saratoga that helped bring France into the war. Her Navy and aid finally checked British seapower and made possible the victory at Yorktown.

uss *Ranger* carries on the name of John Paul Jones' frigate, which he daringly sailed into British waters to engage the enemy.

uss *Randolph* (CV 15) is also in line for similar recognition. The crew have forwarded a check which will serve to perpetuate the name and fame of the original *Randolph*, which CAPT Nicholas Biddle commanded during the winning of American independence.

As an added touch of recognition, the names of all donors—whether their contributions are incorporated in a group gift or made individually—will be listed in museum records.

Information on contributing to the Army-Navy Museum Fund is contained in OpNav Notice 5750 of 10 Jan 1964. Help is being invited from all quarters. Support of the project offers a special opportunity not only for ships bearing Revolutionary and post-Revolutionary War names, but for all ships and stations to perpetuate their names in an appropriate museum.

TO RETURN—Pemberton House (left) will be reconstructed to house the museum.



SERVICSCOPE

Brief news items about other branches of the armed services.

ABOUT 15,000 SOLDIERS are expected to try out the Army's air mobility concept this September when they stage a futuristic invasion of sections in North and South Carolina. The attack will be made by the 11th Air Assault Division (Test), which was created about 18 months ago especially to test the air mobility principle.

Most soldiers are carried to the front lines via ground vehicles. Troops from the 11th, however, go by helicopter. In a recent brigade operation 7500 soldiers were supported in combat by 400 helos—about one per 19 men. A number of fixed-wing transport and surveillance planes were also involved.

There are a number of advantages to the air mobility concept. Most obvious is speed. An army moving on the surface can seldom exceed 20 mph and may be impeded—even stopped—by obstacles such as mountains, mines, rivers and blown bridges. By contrast, helos travel well in excess of 60 mph and are independent of terrain.

The ability to strike the enemy at any point along the front is another advantage of helo-borne troops. Previously, enemy forces could assess the terrain and decide at what point they would be attacked. These positions could then be heavily defended.

Army strategists long ago realized that a mobile force could easily defeat a larger but more stationary one. If the September tests prove the new concept feasible, the mobility may be achieved by helicopters.

★ ★ ★

BEGINNING NEXT SPRING, freight shipped from the Military Air Transport Service (MATS) terminal at Travis Air Force Base, Calif., will fly in C-141 *Starlifters*.

The *Starlifters* can carry up to 63,000 pounds of cargo nonstop across the Atlantic or from the Pacific coast to Hawaii. In terms of men rather than material, the load would be 154 combat troops.

The *Starlifters* are the first pure jet cargo planes capable of being loaded directly through the tail at truck-bed height.

This means the giant planes can carry trucks, medi-



BROAD SLIDE—The 212-foot-long mid-section of Army's barge-mounted nuclear power plant is launched sideways.



ON TOUR—USAF Academy cadets visit engine room of USS *Hornet* (CVS 12) as 261 take orientation cruise.

um-sized missiles and many other items too bulky to be loaded through a side door.

The *Starlifter's* broad wing allows it to use shorter runways than other planes of its type. It can airdrop troops or cargo and also be converted into a flying hospital ward to carry patients.

This fall, a C-141 squadron will be located at the MATS Flight and Crew Training Center at Tinker AFB near Oklahoma City to provide a fountainhead for trained MATS aircrews and instructors.

At Travis AFB, a squadron of 16 *Starlifters* will replace four-year-old C-135 *Stratolifter* jets which were not designed for continued heavy cargo work.

A C-141 squadron will be activated at Dover AFB, Del., in the late summer of 1965 and another at Hunter AFB, near Savannah, Ga., the following winter.

At both bases, the new jets will replace 15-year-old propeller-driven C-124 *Globemasters* which will be transferred to the Reserves.

★ ★ ★

MORE THAN 700 cadets from the U.S. Air Force Academy cruised in 11 First Fleet ships during the 1964 Falcon Cruise. The cadets were embarked in three aircraft carriers and eight destroyers for five days of training at sea.

The future Air Force officers (Class of '67) saw ship-board operations first-hand. They stood watches on the bridge and in the Combat Information Center while underway. They also took short flights in naval aircraft and observed replenishment-at-sea operations.

The Falcon Cruises are part of a summer field trip which the Air Force Academy conducts annually so that cadets may become familiar with major operational commands of the Department of Defense.

★ ★ ★

A NEW COMPACT survival kit which is divided into two one-pound packages for carrying ease has been developed by the Army. It will provide basic medical and survival equipment for the field soldier who has become separated from his unit.

The first container, called the operational kit, contains a signal mirror, flexible saw, flare gun with two white flares, gauze, adhesive plaster, absorbent bandages and

bouillon cubes. It also contains selected medical items, such as water purification, salt and anti-diarrhea tablets; a solution to treat cuts, scratches and mosquito bites; and antibiotic tablets and ointments.

The second kit, which is designed as a backup for the first, contains fishing lines and hooks; a sewing kit with magnetized needles to point north; anti-malaria tablets; headache capsules and a fire starter. It also contains the same items as are contained in the first kit.

Both containers are incased in polyethylene plastic and can be resealed with a waterproof pressure-sensitive tape after use. They are both enclosed in nylon bags which can be carried on a man's belt or pack rigging.

★ ★ ★

AN AIR FORCE research project called Cold Case has revealed that the full pressure suit—man's protector while flying at high altitudes—does not provide sufficient protection against the elements in an arctic climate. Men subjected to cold in arctic experiments could not endure the frigid weather in pressure suits without additional survival clothing.

The purpose of the tests was to determine tolerance times for pressure-suited subjects, and techniques for survival in sub-zero temperatures. Data collected during the past two winters showed the need for protecting the feet and hands, and for obtaining shelter in a dry cold environment.

Experiments were conducted in the field with six subjects wearing pressure suits and no survival equipment. In temperatures of 16 degrees below zero, five of the six men reached tolerance limits (skin temperature of 35 degrees) within 15 hours. The five men were forced to end the study within seven to 14 and a half hours. In all cases, cold extremities were to blame.

The sixth man—a survival school instructor—remained in the field for 48 hours, but only because he maintained a continuous fire.

During another series of tests, the subjects wore survival equipment as well as pressure garments. None of the men reached tolerance limits during the 48-hour period in the field. Several men removed the pressure suit and were comfortable in only survival clothing.



TROOPS see model of Tube-launched, Optically-tracked, Wire-command link guided missile system known as Tow.

The studies revealed that shelter and fire are essential. Flyers forced down in the arctic should remove the pressure suit and put on survival clothing if it is available. A snow shelter must be built promptly—even at night. The shelter may be snow piled on top of sticks and a parachute cloth, or a snow house hollowed out of packed snow.

The tests showed a high perspiration rate during mild exercise in the pressure suit, indicating that the garment should be partially opened while the subject is building a shelter or engaged in other labor.

★ ★ ★

THE AIR FORCE has developed a coating which will prevent graphite from deteriorating on contact with air.

Graphite is an excellent aerospace material because of its light weight and its strength at high temperatures. However, when subjected to the same temperatures while in the atmosphere, it oxidizes rapidly.

The new coating (zirconium oxide) seals off the air and consequently eliminates the deterioration of the graphite. Zirconium oxide can withstand temperatures higher than 3000 degrees Fahrenheit.

SPEEDY ONE—This is U. S. Air Force's YF12A jet aircraft, capable of attaining speeds in upper supersonic range.



MEN OF THE FLEET

SPEAK OUT ON LEADERSHIP



NAVY PETTY OFFICERS, particularly chief petty officers, have often been described as the backbone of the sea service. The factor that makes them so, in addition to their know-how, is their ability to handle men.

Another term for this particular ability is "leadership," a necessary characteristic for the PO moving up the ladder.

In the technological Navy, petty officers are more and more important as leaders each year. Having this quality means a lot to the Navy, and it can mean a great deal to the individual Navyman himself. Today, there is no better way for the young PO to advance himself than through his understanding of leadership.

Because leadership is a relatively intangible subject, there are no hard and fast rules for becoming proficient. However, a few guidelines may be found in the leadership practices of those who have mastered its complications. These men often disagree on minor points, but their different methods usually have common underlying principles which can be used to good advantage by the conscientious petty officer.

The following comments on this subject come from the experts—the POs themselves. Here are the considered opinions of a number of

leadership school graduates, concerning the arts (or skills) which they believe to be prerequisites to good leadership. They come from ships throughout the Fleet and from duty stations all over the world:

• **THE LEADER**, whether officer or enlisted, must continuously evaluate *himself*. Good leadership stems from continuing self-evaluation.

The example set by the division officer will reflect both upon the petty officer and the men in his division. This is also true of the example set by the leading petty officer.

The leading PO should remember to take a few moments to think *before* he acts or assigns a particular task to an individual or group. When he has gained the confidence and trust of the men under him, he is recognized by them as their leader. He should never be too busy to discuss personal problems or matters concerning them.

His behavior and language in front of his men will be reflected in their actions. An effective PO never ridicules in public; he uses simple, direct terms and language with his men, and he realizes that he plays a role in guiding the development of their attitudes and habits.





The men must be made to feel that they are needed in the Navy, that they are a part of the Navy. Above all, they must be made to feel in their own hearts the great pride of being members of the Navy.

Being human, we are all going to make mistakes now and then. However, the mistakes can be minimized. Experience and knowledge help to minimize mistakes. A leader is not born—leadership is acquired through study and experience.

An effective PO will gain the confidence of his men. When he is effective, his subordinates will be willing to accept responsibility for their work and do it in an efficient manner. That's the goal we are all striving for.—**Walter C. Marsch, GMCS, USN, USS Comstock (LSD 19)**

• **AS A LEADER**, you should show an interest in your men. Discover their likes, dislikes and background, then assign their duties accordingly. Help them as much as you can. If there are questions you are unable to answer, admit it and then help them to find the correct answer. Don't lose your temper or become angry with men who ask questions. They are trying to further their knowledge.

Try to foresee problems and try to

clear them up before they become too big. Be sincere with your men. Use good judgment and be tactful. Criticism must be clear, yet constructive and must not cause discouragement.

Give recognition and credit to your men when it is due. Don't seek your own advancement at the expense of others. Be concerned for the welfare and safety of your men. Do not exceed your authority. Be an example for your men to follow.

—**Robert E. Smith, GMG2, USN, USS Mataco (ATF 86)**

• **TODAY THE NAVY** is stressing more and more the qualities and importance of good leadership. We find it necessary to have a much broader understanding of the men under us, what they want of the Navy, what their goals may be. Many of those coming into the Navy today have just completed high school, and some have not graduated. Many of them have, as yet, no specific goal or ambition.

We, as petty officers, have a big responsibility to these men.

Aside from the technical aspects of their individual ratings, they need guidance in their everyday lives. We can help provide this, if we are well-versed on the qualities of a good



SPEAK OUT ON LEADERSHIP

leader and apply them as we go about our jobs.—Thomas J. Glover, RM1, USN, USS Galveston (CLG 3).

WHAT ARE THE SKILLS which make one man a better leader than another? Leadership is a combination of traits developed through the years. We learn by observing good leaders—not by copying, but by having an open mind and the ability to think for oneself.

The following traits, in my opinion, are a must for every good leader:

(1) *Expressiveness*—the ability to convey assignments and requirements clearly and concisely.

(2) *Understanding*—of the people you work with, those above and below you.

(3) *Initiative*—a willingness to get things started without waiting for someone else.

(4) *Persistence*—determination against job hazards, the ability to get the job done through hard work and patience.

(5) *Knowledge*—of yourself, your strength, your men, your job, your area, equipment, tools and procedures.

(6) *Honesty*—in every action, to inspire in your men their confidence in you as a petty officer.

(7) *Resourcefulness*—the ability to overcome obstacles by improving yourself and going ahead to accomplish the job to be done.

(8) *Enthusiasm*—an attitude of vigorous active interest in your job.

These are but a few of the many requirements for leading your men, but before a man can become an expert, he needs the experience of serving under good leaders.—Dan A. Bullers, QM2, USN, Pacific Reserve Fleet.

• **LEADERSHIP** requires a knowledge of the job to be done. Men cannot follow someone who doesn't know where he is going. On the other hand, men will be more willing to work when you can show them how to get the job done well and quickly.—Eugene F. Silkowski, ET2, USN, USS England (DLG 22).

• **TO ESTABLISH** a feeling of obedience in his men, a good leader must first set a good example himself by

obeying orders given to him by his superiors. He must be enthusiastic about his work, and proud of his responsibilities. He must be dedicated, a man of honesty and integrity. He must command respect not only from his subordinates, but from his superiors as well.

A leader must always exercise care when making a decision and must accept responsibility for that decision. A good leader will welcome suggestions from his subordinates because this will make them feel part of the group and involved in its assigned tasks.

If a leader is to expect loyalty from his men, he must have a deep sense of loyalty himself, both to his men and to his superiors. A leader must be understanding when dealing with his men, and help them to know and solve their problems—both professional and personal.—Thomas K. Hawkins, YN2, USN, ComTraPac Staff.

• **IF MORE PETTY OFFICERS** and officers would teach by example, the mission of the United States Navy would be more completely fulfilled—and the followers would have a great deal more respect for everyone who wears the crow.

Seeing is Believing

Speaking of leadership, Yeoman First Class Charles K. Orth, of NAVCRUITSTA, Portland, Maine, forwarded to ALL HANDS this bit of verse. Its author is unknown, he says, but to him this is a real working tool of leadership.

The eye's a better pupil and more willing than the ear;

Fine counsel is confusing, but example's always clear.

And the best of all the preachers are the men who live their creeds,

For to see good work in action is what everybody needs.

The lectures you deliver may be very wise and true,

But I'd rather get my lesson by observing what you do.

I may misunderstand you and the high advice you give,

But there's no misunderstanding how you act and how you live.

I believe that the most effective way to lead is by example. If the petty officer casts a clear shadow of moral courage, dignity, respect and sound naval knowledge, he's a leader. Teaching and leading, by example, is the best way to help maintain the Navy's highest level of readiness.—E. R. Bendtschneider, SK3, USN, USS Cavalier (APA 37).

• **A GOOD LEADER MUST** set a good example at all times. He must be respectful, loyal, enthusiastic and obedient to his superiors. This in itself sets the first good example.

His personal conduct should be above reproach, in private as well as in public. He must be competent in his particular job and able either by direct knowledge or by reference books, to answer any question put to him.

A good leader has to be impartial and weigh both sides of any situation; he should not permit his emotions to bias his opinions and decisions. He should be alert and attentive, and keep up to date on matters concerning military and world affairs.

The leader should always be courteous. To expect courtesy, you must first be courteous to others.—Clarence E. Johns, SH3, USN, USS Mars (AFS 1).

• **TWO BASIC QUALITIES** of leadership are motivation and insight. Motivation is the key to learning and insight is the key to its use. Without motivation there will be no knowledge, and without insight knowledge is useless.

Through motivation comes knowledge, and that knowledge—applied with insight—leads to the development of leadership traits. With continuing motivation and insight, and through growing knowledge and application, the traits grow and strengthen.

So, also, does the leader and his leadership. And in turn, he wins the confidence, respect, obedience, and loyalty of those who follow him.—James R. Duffy, ETNSN, USN, USS Pine Island (AV 12).

• **FIRST, A LEADER** must have faith in his own beliefs. He must be a man of certain education, having

both knowledge of the job and the knowledge of people. He must be tactful and have a sense of personal satisfaction in seeing a job well done.

He must have a strong sense of right and wrong, and abide by these rules. Last—and most important—he must have integrity. This I define as an uncompromising adherence to a code of morals, or values, sincerity, honesty and candor, and avoidance of deception, expediency, artificiality or shallowness. —**Thomas E. Robertson, RD3, USN, USS Ticonderoga (CVA 14).**

• **UPON BEING PROMOTED** to third class, I found myself in situations which had previously been foreign to me. It was necessary for me to understand other men's problems and their personal backgrounds, and to issue work assignments. I didn't realize it at the time, but leadership was required.

Only through experience did I learn how to lead people effectively. Many men—both directly and indirectly—were affected by the quality of leadership that I practiced every day. I realized that a man's career could be ruined through the actions of an irresponsible leader. Flying off the handle, giving a bad order or placing a man on report in a moment of anger causes distrust among the men. The leader's authority must be used with discretion.

An effective leader must know where he is weak and develop traits to improve himself. Among these traits are patience, adaptability, attitude and understanding.

Leadership is necessary for a progressive, organized way of life as we know it in the Navy. Leadership is to the Navy what the brain is to the human body. Good leadership is passed on to, absorbed and applied by subordinates. This is done only if the petty officer is constantly motivated, learns his job thoroughly, exhibits self-confidence in himself and his job, and sets an example for others to follow. Motivation enables a person to constantly and aggressively practice and teach all forms of leadership.

In order that good leadership may be of value to our men, it must be practiced—by us—every day, hour

and minute. The quality of leadership must be kept at a high level and passed on to other men to practice constantly. The lack of good leadership could make or break our country in time of war. It could very well be the deciding factor of our existence. —**Kenneth R. Mielke, GMT1, USN, USS Ticonderoga (CVA 14).**

• **A LEADER MUST** have qualities that will set a pattern for his men to follow. He must be a person to whom his men look with pride. He must give them confidence that, whatever comes up, he will make the right decision at the right time.

A good leader is honest and fair. He has to prove these qualities to expect the same from those under him. His loyalty to his men must be without question. A good leader will always consider his men's problems. When this happens, he will stand first with his subordinates. There will be no task too large or small for them to tackle with gusto.

Loyalty works both ways—loyalty to our seniors and their loyalty to us. Loyalty is a trust which must not be broken. —**Walter J. Brigham, SK1, USN, USS Wright (CC 2).**

READING COUNTERCLOCKWISE from the upper left hand corner the Navymen whose ideas are expressed in the Leadership article are: (1) Walter C. Marsh, GMCS, uss Comstock (LSD 19); (2) Robert E. Smith, GMG2, uss Mataco (ATF 86); (3) Thomas J. Glover, RM1, uss Galveston (CLG 3); (4) Dan A. Bullers, QM2, Pacific Reserve Fleet; (5) Eugene F. Silkowski, ET2, uss England (DGL 22); (6) Thomas K. Hawkins, YN2, COMTRAPAC Staff; (7) E. P. Bendtschneider, SK3, uss Cavalier (APA 37); (8) Clarence E. Johns, SH3, uss Mars (AFS 1); (9) James R. Duffy, ETNSN, uss Pine Island (AV 12); (10) Thomas E. Robertson, RD3, uss Ticonderoga (CVA 14); (11) Kenneth R. Mielke, GMT1, uss Ticonderoga; (12) Robert G. Busey, IC1, NRED 13-26, Pendleton, Ore.; and (13) L. W. Ross, FTG3, uss Ticonderoga.

• **IN ORDER TO BE** a good leader, a petty officer should be able to win the confidence of his men: He should be able to motivate them toward self-improvement and encourage them to do their jobs to the best of their ability with a minimum of trouble and confusion.

When he knows he is right, he should stick to a decision once he has made it. He should make every effort to know and understand his men's likes, dislikes and abilities. He should try to understand and help solve his men's problems.

He must know his own job and the duties of the men under him. He must keep up on the latest developments in his rate and be able to instruct and help his men when needed.

A leader must delegate authority to his subordinates, in order to help them become leaders too. He must be impartial and fair when assigning work. —**Robert G. Busey, IC1, USNR, Pendleton, Ore.**

• **EFFECTIVE LEADERSHIP** improves the quality of the work carried on by any given group. A resourceful leader helps the members fit into the group by seeing that, whenever possible, the individual is given the chance to do the work he knows best and that the right combinations of people work together.

In every case of faulty leadership, there is retarded progress. —**L. W. Ross, FTG 3, USS Ticonderoga (CVA 14).**

The opposite is also true.

The foregoing comments were made by Navymen graduating from the Petty Officer Leadership School, Fleet Training Center, San Diego. At the end of their course they were invited to make a brief report on the subject in their own words. The best ones appeared in the Naval Station newspaper, "Shore Leaf," after being judged by the BuPers Leadership Field Team, San Diego.

From these excerpts adapted for ALL HANDS, as a representative sampling of men from the Fleet, you will find certain points being made over and over again. If anything has been left out, let us know about it. We'll be waiting to hear from you.



SHOOT THE WORKS—Pitmen place spotters in target and riflemen fire on 600-yd. range during All-Navy matches.

Ready, Aim, Roll

ALL-NAVY CHAMPIONS in bowling and rifle and pistol shooting have been decided for 1964, and the Wild West can claim impressive victories in all departments.

The WestPac men's team and Pac-Coast women's team captured bowling championships. All men's individual champs came from the western side of the country (and world), but the women managed to grapple the lion's share of individual honors to save face for easterners.

The results in All-Navy bowling are listed below.

Team Standings—Men (24 games)

TEAM	POINTS	TOTAL PINS
WestPac	19	23,212
NorLant	17	22,875
PacCoast	15	23,265
SoLant	11	22,472
LantFlt	10	22,491

Team Standings—Women (18 games)

TEAM	POINTS	TOTAL PINS
PacCoast	17	15,477
NorLant	16½	15,394
SoLant	12½	15,140
WestPac	2	14,108

SHOOTING RESULTS were not quite so lopsided.

Nearly 200 rifle and pistol experts from U. S. and overseas bases competed in the Atlantic Fleet rifle and pistol matches at Annapolis, Md. After the smoke had cleared, the top two teams in rifle and pistol, plus the high 12 individuals not on the teams selected, found themselves headed for the All-Navy matches at San Diego.

J. J. Witherell, PR1, clinched the Secretary of the Navy pistol award, scoring 560 out of a possible 600

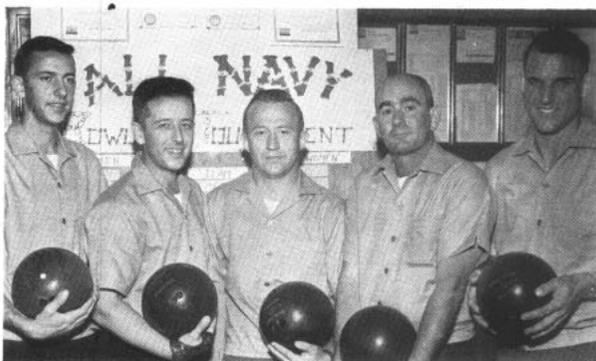
total points. Others scored high too.

LTJG N. J. Mendenhall won the Secretary of the Navy rifle award, scoring 580 of a possible 600 points. In the Navy Expert Qualification course LTJG Mendenhall fired a perfect score of 250 x 250 to become the second individual in Navy shooting history to do so.

D. L. Hamilton, ADRI, took top honors as winner of the combination rifle-pistol aggregate, scoring 1142 out of a possible 1200 points.

The rifle team representing Fifth Naval District won possession of the Atlantic Fleet rifle championship trophy, with a total score of 1441-108V. Second place honors went to the Third Naval District Reserve team, which scored 1436-103V points.

In pistol competition, First Naval District took first place with a score



CHAMPIONS—All-Navy men's team championship was won by WestPac. Top ladies team hailed from PacCoast.

Navy's Top Bowlers

Individual Champions—Men

TOTAL PINFALL:

1st		
Hal Johnson, ADJC (PacCoast)	4823	
2nd		
Ralph Steele, YN3 (WestPac)	4803	
3rd		
Jack Sierens, ACCA (PacCoast)	4757	
High Game:		
Jack Sierens, ACCA (PacCoast)	267	
High Series:		
Hal Johnson, ADJC (PacCoast)	711	

Individual Champions—Women

1st		
Liz Fay, DT2 (NorLant)	3210	
2nd		
Ruth Jewett, YN3 (PacCoast)	3189	
3rd		
Jo Watts, SK3 (PacCoast)	} 3188	
Arlene Normington, HM1 (SoLant)		
HIGH GAME:		
LT Charlene Woodard (SoLant)	238	
HIGH SERIES:		
Liz Fay, DT2 (NorLant)	624	

of 1091-25X, with second place going to Ninth Naval District, which scored 1083-20X.

Meanwhile, out in San Diego, an 11th Naval District pistol team set a new Navy record in service pistol competition. The four-man team,

shooting .45 cal automatic pistols, scored an aggregate tally of 1121-29X. Last year's winning quartet scored 1095-25X.

Individual pistol honors in PacFlt competition went to T. L. Keigley, HM1, who scored high with 570-10X, followed by H. B. Bowlin, Jr., SFC, with 556-14X; LTJG F. C. Ferber, 556-11X; and A. G. Dean, RMC, with 555-12X. PacFlt rifle results were not received.

Next step, of course, was All-Navy. In the Southern California sunshine the COMMINE pistol team members found their trigger fingers in top working order. The four-man squad outplaced other shooters with a combined 1091-27X aggregate to win pistol team honors. Runner-up was the First Naval District team entry, which scored 1087-21X.

A total of 109 men competed for the All-Navy individual pistol championship. Only one could win, and G. D. Carapellotti, AQCS, decided he wanted to be that one. He shot 579-20X to help him realize this desire. Following him as a close second was J. L. Galvao, GMGC, with 577-22X; with third, fourth and fifth places going to D. E. My-

Men's Averages (24 games)

Hal Johnson, ADJC	PacCoast	201
Ralph Steele, YN3	WestPac	200
Jack Sierens, ACCA	PacCoast	198
Daren Summervold, PN1	NorLant	197
Albie Butts, DMC	WestPac	196
Mitchell Muskan, HN	LantFlt	195
Skip Garman, YN2	SoLant	193
Carl Willman, LTJG	WestPac	193
Donald Toureen, FTC	"	192
Jim Schafer, EMCS	NorLant	192
Russ Olin, ADR1	PacCoast	192
Gene Sutton, MA3	LantFlt	192
Jim Welka, ETN2	NorLant	191
Alex Fuller, LCDR	PacCoast	191
Howard Strunk, AMHC	SoLant	190
Norman Nicholson, SOCM	LantFlt	190
John Ragsdale, YNCS	SoLant	189
Bill Pettigrew, AGC	NorLant	187
Tony Robino, LT	PacCoast	186
Larry Mitchell, AN	WestPac	184
Jack Jacobson, CT1	NorLant	184
Larry LeVeque, YN3	SoLant	182
Robert Haberly, PT1	LantFlt	181
Bob Myers, ADR2	SoLant	180
Gary Kelven, AMH3	LantFlt	177

Women's Averages (18 games)

Liz Fay, DT2	NorLant	178
Jo Watts, SK3	PacCoast	177
Ruth Jewett, YN3	"	177
Arlene Normington, HM1	SoLant	177
Charlene Woodard, LT	"	176
Mary Garrett, HN	PacCoast	174
Laura Core, DK2	NorLant	173
Debbie DeBevec, CTCA	"	173
Dottie Thompson, YN2	SoLant	170
Pat Matthews, TE/RM1	PacCoast	168
Dottie Effner, LT	NorLant	168
Emily Stith, SN	PacCoast	163
Pat Pleabeau, PN3	WestPac	162
Janet Lachenauer, YNSN	NorLant	161
Virginia Winkler, DK2	SoLant	159
Jackie Gocker, SN	WestPac	158
Betty Ward, HMCA	"	158
Lynn Elliott, LCPL	SoLant	157
Betty Harrow, PN3	WestPac	155
Pat Eichman, SN	"	145



LONG BARRELS—VADM E. P. Holmes, presents CNO Combat Rifle trophy to R. N. Turnipseed, SHC, for Pac-Fleet. Below: All-Navy rifle team trophy is presented J. C. Ketzler, GMC.



TOP GUN—All-Navy pistol champion for 1964 is G. D. Carapellotti, AQCS.



PISTOLEERS—All-Navy champs from Ninth Naval District pose with their 45s.



SPORTS AND RECREATION

rick, HMC (574-18X); LT J. T. Carroll (568-12X); and T. L. Keigley, HM1, (566-15X).

Going into the All-Navy rifle competition, western entries were again prepared to dominate the goings-on. The CNAVANTRA squad from Texas won the rifle team title, establishing a new record in All-Navy rifle competition. Spearheaded by Al Sasules, ADJ2, and J. L. Laukaitis, TD3, the squad fired 1444-99V to top Fifth Naval District by 22 points and give Corpus Christi the title. The CNO Combat Rifle Team Trophy (Burke's Bonnet) was won by the Pacific Fleet.

The individual All-Navy rifle title was also copped by Sasules, who fired 581-31V, with second place going to Laukaitis with 580-31V. A tie for third and fourth places went to W. D. Martin, DCC (579-34V); R. L. Brown, AM1, (579-34V); and Thomas Treinen, AN (578-39V).

Joe Galvao came through in the finish to be named top rifle-pistol aggregate winner of the U. S. Navy. Going into the final day of competition, Galvao was second, behind G. D. Carapellotti, Small Arms Marksmanship Instructor assigned to the staff of the Commandant, First Naval District. —Bill Howard, JO1, USN.

Randolph Sculpins Make Splash

Skindiving is a popular sport in many sections of the U. S., and enthusiasts usually gain more enjoyment from their sport by joining a club. One advantage skindivers in



ON THE JOB—John E. Cater, BMC, a Navy recruiter in Alaska, gives facts to potential Wave enlistee.

the Sculpins Club have over most skindivers is that their club headquarters is constantly on the move, allowing them to explore waters in many areas.

The Sculpins Club is made up of crewmembers of *uss Randolph* (CVS 15), where interest in skindiving began to grow about two years ago. Because of the dangers involved if proper equipment and procedures are not used, the ship's diving officer organized the Sculpins Club to teach divers underwater safety.

Of the present total of 36, four Sculpins are Navy-trained divers who went through the explosive ordnance disposal program (EOD).



UNDERSEAERS — Members of Sculpins Club, a skindiving group serving in *USS Randolph* (CVS 15), are engaged in their favorite sport.

These four men are club officers, responsible for training other club members.

The present club safety program includes lectures on how to avoid such underwater dangers as bends, nitrogen narcosis and air embolism. Club officers also teach underwater physics dealing with gases and pressure, and facts about underwater hazards such as fire coral and dangerous plants and fish.

To join, a man must pass an initial swimming test and donate five dollars toward the operation of the club, including upkeep of the 12 sets of scuba gear.

Once initiated, club members find the sport doubly enjoyable while operating from a moving base.

Sleet Job for Chief

The Navy Recruiter for Alaska knows his way around his area—all 586,400 square miles of it.

John E. Cater, BMC, tested or interviewed 82 men during one month early this year. Of those applying, 40 were accepted for enlistment. When you consider Chief Cater flies to the candidates' home towns (travel funds for potential enlistees are limited, so he must go to them for preliminary interviews), types all the pre-enlistment papers and manages the publicity and travel arrangements, Chief Cater is a busy man, indeed.

In addition, he finds time to teach Sunday School, be active in United Services Organization (USO) affairs and attend the University of Alaska courses at Elmendorf AFB.

Join the Club—If You Can

The gunnery performance of *uss Robert L. Wilson* (DD 847) has earned that destroyer the reputation for shooting as straight as perfection demands.

While undergoing refresher training at Guantanamo Bay following her FRAM I conversion, the DD fired 24 rounds of 5-inch ammo and hit the target 24 times. These circumstances might be of interest to destroyermen interested in challenging *Wilson*:

- *Wilson* was underway, churning along at 25 knots.
- The 24 rounds were fired in less than one minute.
- The target was five miles away.

The destroyer's crew now claims charter membership in their highly exclusive "24 for 24" Club.

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

Sub Fleet Grows

Within a two-hour period this spring at Kittery, Maine, one submarine was commissioned, another's keel was laid and a third was launched.

The nuclear powered Fleet ballistic missile submarine *uss John Adams* (SSBN 620) was the ship commissioned. As with other FBM submarines, *Adams* has two crews—Blue and Gold.

Sixty-five minutes after the *Adams'* commissioning, the keel of the *Sturgeon*-class nuclear powered attack submarine *Grayling* (SSN 646) was laid. The first commanding officer of the first *Grayling* (now Rear Admiral Eliot Olsen, USN, Ret.) was present as honored guest. *Grayling* is scheduled for completion in 1966.

The nuclear powered Fleet ballistic missile submarine *Nathanael Greene* (SSBN 636) was launched 20 minutes later. The keel was laid 21 Apr 1962, and commissioning is scheduled for November.

Shipbuilding Roundup

Here is a roundup of Navy shipbuilding activity previously unreported by ALL HANDS.

The contracts for the three nuclear submarines listed below represent half of the fiscal year 1964 nuclear powered attack submarine allowance. Contracts for two had previously been let.

The combat store ship is the only such ship authorized in the FY 1964 Shipbuilding and Construction Program.

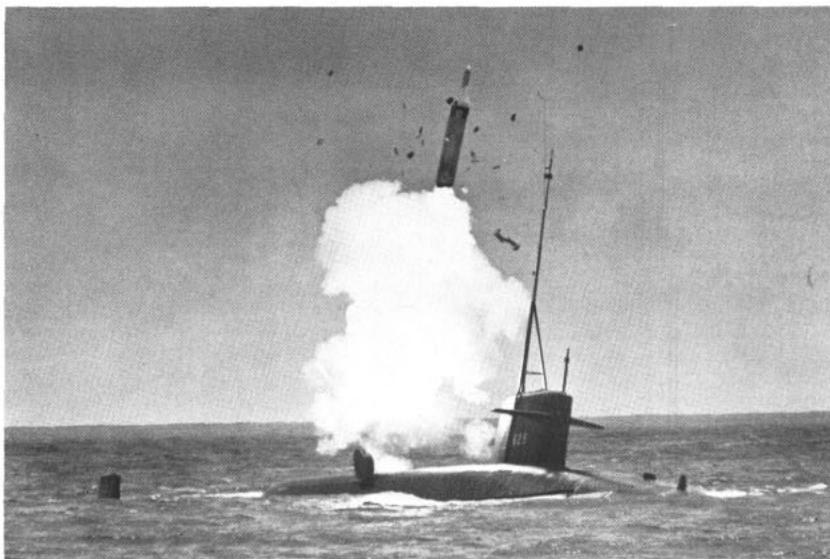
Contracts

- The three nuclear submarines for which contracts were let are in the *Sturgeon* class, they will be 292 feet long; have a 31-foot beam, and displace 4100 tons. They have been assigned hull numbers SSN 661, 663 and 664.

- A combat store ship 581 feet long with a 79-foot beam and a 16,050-ton displacement is being built. Her assigned hull number is AFS 3.

Names Assigned

- Names have been assigned to



TOPSIDE FIRING—*USS Henry Clay* (SSBN 625) launches *Polaris A-2* while surfaced in Atlantic. Objects in the air are launch adapters which detach themselves from missile once it leaves tube. The temporary mast is for telemetry.

hull numbers SSN 649 (*Sunfish*), SSN 650 (*Pargo*), and SSN 653 (*Ray*). A name has also been assigned to SSN 656—*George Washington Carver*—in honor of the Tuskegee Institute biology teacher who preached crop diversification to Alabama farmers.

Launchings

- *Greenling* (SSN 614) which is scheduled for commissioning in August 1965.

- *Brumby* (DE 1044), named for LT Thomas M. Brumby (1855-1889) and ADM Frank Brumby (1874-1950.) *Brumby* is designed and equipped primarily for ASW duty. She is 414 feet, six inches

long, with a 44-foot beam and displacement of about 3400 tons. She is scheduled for commissioning in June 1965.

Commissionings

- Commissionings include the attack submarine *uss Dace* (SSN 607). *Dace* is 296 feet long, with a 32-foot beam and 4500-ton displacement. She is homeported at New London, Conn.

- *uss Daniel Boone* (SSBN 629) see page 41.

- *uss Tecumseh* (SSBN 628), named for the Shawnee Indian chief who was killed in the battle of the Thames in 1813. *Tecumseh's* home port is New London, Conn.

BUILDERS OF THE NAVY

Stephen Decatur received his training with Preble in the Mediterranean. The training paid off on one occasion, for example, when Decatur commanded *USS United States* in an encounter with the British ship *Macedonian* during the War of 1812. Decatur quickly realized his ship's greater range would enable him to outshoot his opponent, and prevented the enemy from closing. His gunners fired rapidly and accurately, and more than a hundred shots penetrated *Macedonian's* hull. The battle was over within two hours—a great victory for Decatur, who had the ability to infuse his spirit into his men.



TODAY'S NAVY

• The guided missile frigate *USS Richmond K. Turner* (DLG 20), named for the admiral who commanded Pacific Fleet amphibious forces during World War II. *Turner* is the fifth of the double-ender guided missile frigates, so called because they carry missile launchers fore and aft.

Available in Jumbo Size

The word may be new to lexicographers, but "jumboization" is the process of making something big bigger. At least, that's the name the Navy has given to the operation for enlarging fleet oilers.

When an oiler is jumboized, it is cut in halves and an extra midsection is added. The finished oiler can carry 50 per cent more fuel than in pre-jumboization days. As added features, the modified ships have improved living facilities as well as newer pumps and deck gear, designed to speed fuel transfer.

USS Navasota (AO 106), which will be the Navy's first jumbo oiler, will rejoin the Fleet in June after seven months in the yards. *USS Waccamaw* (AO 109) will be the second.

Next year, *USS Passumpsic* (AO 107), *Misphillion* (AO 105) and *Pawcatuck* (AO 18) will be jumboized.

Jumboization is a shipyard worker's jigsaw puzzle. First, the superstructure is removed and the ship is cut in halves. After an extra midsection is set in place the pieces are put back together.

New Ships Are Named

The Navy has selected names for a small fleet of new ships which are building in various parts of the country. Included in the recently released list are two oceanographic research ships (AGOR 9 and 10); two escorts (DE 1047 and 1049); one amphibious transport dock (LPD 9); one guided missile destroyer (DDG 23); and one guided missile frigate (DLG 32).

AGOR 9 and AGOR 10, both under construction at Marinette, Wis., have been assigned the names of *Silas Bent* and *Thomas Washington* respectively. They are 209 feet long, have a 1370-ton displacement, and are designed as floating laboratories for use in oceanographic research. *Bent* is named for LT Silas Bent, USN, who served as an oceanographer in the Navy until 1961 when he retired after 41 years' service. *Washington* is named for ADM Thomas Washington, USN, who served as Navy Hydrographer between 1914 and 1916.

The escort ships DE 1047 and DE 1049, both under construction at Bay City, Mich., have been assigned the names *Voge* and *Koelsch*, respectively. They are *Garcia* class, 414 feet long with a 44-foot beam, and displacing 3400 tons.

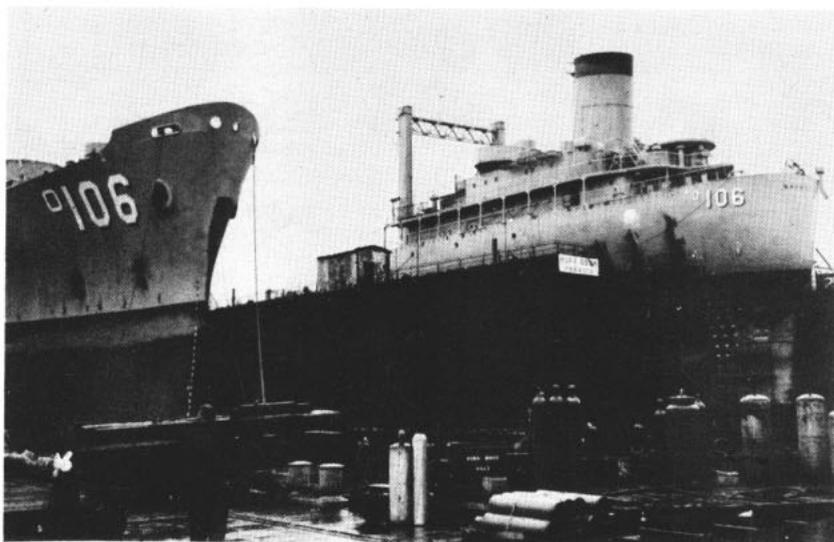
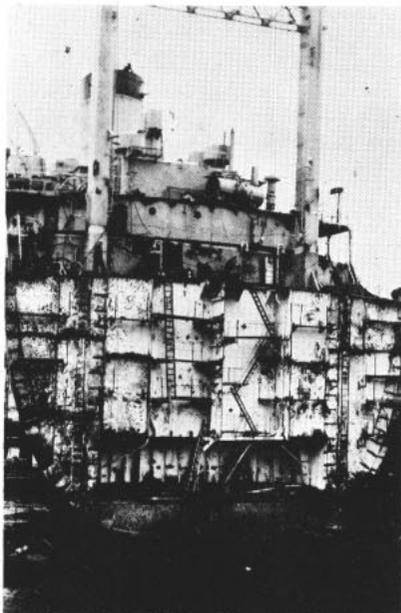
Voge is named after RADM Richard G. Voge, USN, a submariner who received the DSM for his services as operations and combat intelligence officer of the Pacific Fleet Submarine Force between 1942 and 1945. He died in 1948.

Koelsch is named for LTJG John Kevin Koelsch, USN, who died while a prisoner of war in Korea. He was a pilot of a helicopter which crashed on a rescue mission in North Korea in 1951. He led his men through enemy territory, successfully evading the enemy for nine days before their capture. He was awarded the Medal of Honor posthumously.

LPD 9, named *Denver*—after the city—is building in Seattle, Wash. *Denver* is 521 feet long with a full load displacement of 13,900 tons. She can carry six CH-37C amphibious transport helicopters and up to nine LCMs, with troops and equipment.

DDG 23, named *Richard E. Byrd* after the famed Arctic explorer is a *Charles F. Adams* class DDG building in Seattle. She is 437 feet long with a full load displacement of 4500 tons. *Byrd*, like her sister ships, will be armed with *Tartar* surface-to-air missiles, two 5-inch, 54 guns, *Asroc* and antisubmarine torpedoes.

The last of this group, DLG 32, has been named *William H. Standley*, after the late ADM William H. Standley. ADM Standley had retired in 1937 after serving 40 years, but was recalled to duty in 1941 and named the U. S. Navy representative to the Beaverbrook-Harriman Special War Supply Mission to the Soviet Union. President Roosevelt appointed him a member of the Roberts Commission in 1941 to investigate the circumstances of the Japanese attack on Pearl Harbor.



HALF BY HALF — Bow and stern sections of fleet oiler *USS Navasota* (AO 106) face same direction while undergoing 'jumboization' process.

In 1942 ADM Standley was appointed U. S. Ambassador to the USSR. He later also served with the Office of Strategic Affairs in the Navy Department until his final retirement in 1945. He died in 1963.

Standley is a *Belknap* class DLG, 547 feet long with a 55-foot beam and full load displacement of 7900 tons. She will carry *Terrier* missiles, *Asroc*, *Dash*, torpedoes, three guns, and be equipped with the Navy Tactical Data System (NTDS). She is building in Bath, Maine.

Three New Subs on the Ways

Pogy, *Aspro* and *Queenfish* will be the names of three nuclear powered submarines now under construction.

The names for the new subs were chosen to honor three World War II submarines which between them sank 29 enemy ships.

- *Pogy* (SSN 647) carries the name of SS 266, which was credited with sinking 15 surface ships and one submarine during World War II. The new *Pogy* had her keel laid at Camden, N. J., in May, and is scheduled to be launched next June.

- *Aspro* (SSN 648) is named in honor of the SS 309, which sank four surface ships and one submarine. *Aspro* is under construction at Pascagoula, Miss., and is scheduled for launching in January 1966.

- *Queenfish* (SSN 651) bears the name of the sub (SS 393) which sank eight surface ships. The new *Queenfish* is under construction at Newport News, Va., with her launching scheduled for September of 1965.

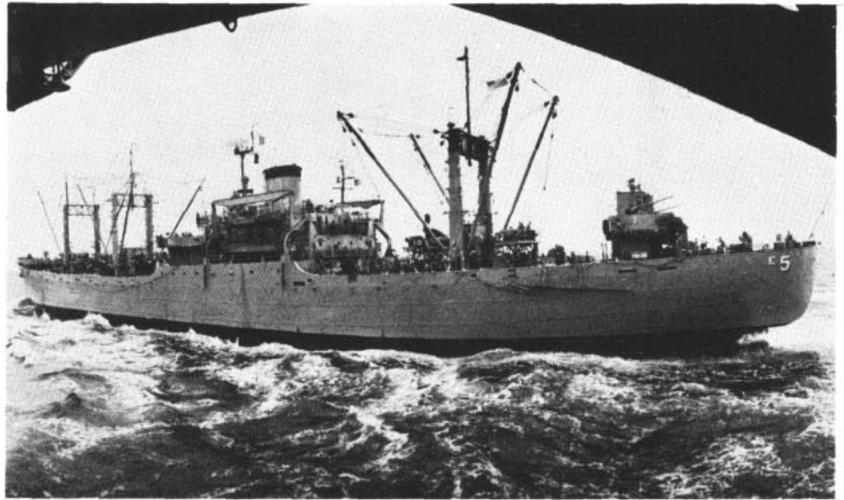
Wainwright Launched

The 8000-ton guided missile frigate *Wainwright* (DLG 28) has been launched in New England. It has been under construction since 2 Jul 1962.

The ship was named in honor of five Navy men in the Wainwright family: Commander Jonathan M. Wainwright (1821-1863), his son Ensign Jonathan M. Wainwright, Jr. (1849-1870), their cousin Commander Richard Wainwright (1817-1862), his son Rear Admiral Richard Wainwright (1849-1926) and grandson Commander Richard Wainwright (1881-1944).

Wainwright was also the name of two earlier destroyers, DD-62 and DD-419.

The new frigate is 547 feet long with a beam of 55 feet.



PASS THE AMMO—This is how crew of *USS Hancock* (CVA 19) sees *USS Rainier* (AE 5) as the carrier takes her station alongside for replenishment.

Boone Joins Missile Fleet

Another nuclear-powered submarine equipped with *Polaris* missiles has been placed in commission.

The new sub is *Daniel Boone* (SSBN 629), a *Lafayette* class ship which measures 425 feet in length, displaces about 7000 tons, and is armed with 2880-mile *Polaris* A-3 missiles.

The commissioning of *Daniel Boone* raised to 19 the number of fleet ballistic missile submarines now in full service. There are nine others which have been launched but not commissioned, and 13 still under construction.

Daniel Boone is longer and heavier than earlier SSBNs, having additional spaces not built into *George Washington* and *Ethan Allen* types, including an activities room.

The new submarine was built and commissioned at Mare Island, Calif. She is named after the 18th century frontiersman.

Daniel Boone rates the special attention because she is the first fleet ballistic missile submarine to become operational with the Pacific Fleet. She is based at Pearl Harbor.

She is built to accommodate 126 enlisted men and 14 officers. Amidships, she has 16 tubes for *Polaris* A-2 or A-3 missiles, and her bow has four torpedo tubes.

Her propulsion is provided by a steam turbine powered by a water-cooled nuclear reactor, and she always knows where she is through her SINS (ships inertial navigation system).

Like the original *Daniel Boone*, she is an expert in making her way

through trackless areas. However, her weapons are considerably more formidable.

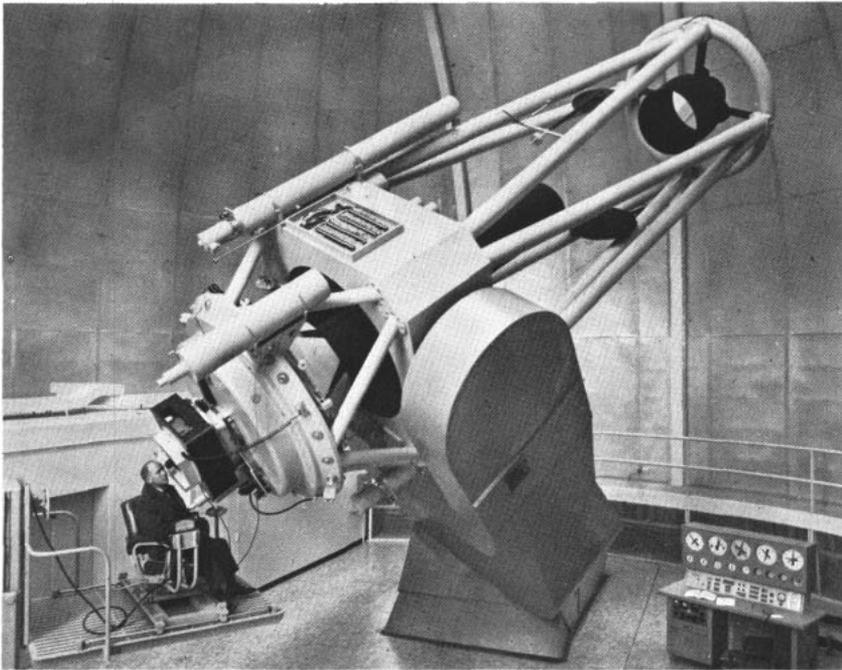
You're Under Pressure Here

In a fraction of a second the simulated altitude of the pressure chamber soars from 30,000 to 60,000 feet, filling the room with clouds of water vapor. The instructor's voice crackles through the intercom to the man seated in the chamber: "Admiral," he says, "without the pressure suit you're wearing—you'd be a goner!"

The man in the chamber is RADM

IN WETDOCK — The ASW support carrier *USS Yorktown* (CVS 10) is undergoing overhaul at Long Beach.





SUPER SNOOPER—This 61-inch reflecting telescope at U. S. Naval Observatory, Flagstaff, Arizona, will study stars 600 million-million miles away.

Jackson D. Arnold, Force Material Officer on the staff of COMNAVAIRPAC. The veteran naval aviator was completing full pressure suit training at NAS North Island's Aviation Physiology Training Unit as the 2000th trainee since that portion of the unit was established in 1956.

Such dramatic object lessons as "explosive decompression" are encountered by nearly 300 pilots a year who are fitted with and indoctrinated in the use of the full pressure suit (FPS).

Although the cockpits of the Navy's high altitude jet aircraft are pressurized, an emergency ejection or ruptured cockpit at extreme altitudes (as simulated in the pressure chamber) would be fatal without the pressure suit. Lacking pressurization at 63,000 feet, for instance, normal body temperature is sufficient to cause body fluids to boil. The boiling point of water at this altitude is 98.6 degrees.

Admiral Arnold's many responsibilities as Force Material Officer include the maintenance, repair, modification and technical readiness of NAVAIRPAC's aircraft and related materials. Taking this responsibility personally, he signed up for the concentrated two-day course at the Aviation Physiology Training Unit.

In the suit the admiral wore, he would probably have been comfortable on the moon. Except for the heat-reflecting silver coating, the

FPS is the same as the space suit used by astronauts. Because of working experience with the FPS, APTU has acted in an advisory capacity on NASA's *Mercury*, *Apollo* and *Gemini* projects, while also maintaining liaison with civilian space industries.

Lectures and checkouts received with the FPS are supplemented by actual experience in the suit. Fully suited, students operate various equipment and instruments they use in flight. An operational flight trainer, which simulates the cockpit of a jet aircraft, gives them an opportunity to "fly" in the suit. Pressure chamber runs to 70,000 feet simulate actual extreme pressure variations which may occur.

The FPS and training in it are designed for pilots' safety both in and out of aircraft. Because of the insulated, airtight construction of the suit and its self-contained oxygen supply, it serves as a safety device in another extreme environment—the ocean.

Should a pilot ditch at sea, the FPS would keep him afloat and insulate him from exposure to the elements. The suit could even sustain him to a depth of 180 feet underwater.

In addition to FPS training, APTU trains 3000 pilots a year in a one-day physiology course. This training, which has been carried on since the unit was started, is required of all Navy pilots once every two years.

This training, too, helps pilots to survive in a different environment. Students learn to adjust to night vision, spatial disorientation (loss of bearings), and to avoid such dangers as hypoxia (oxygen deficiency) and hyperventilation (excessive respiration). Low altitude runs in the pressure chamber again simulate actual conditions which pilots may encounter.

To conduct such technical training, personnel attached to the physiology unit must, in turn, be specially trained in the field of aviation medicine.

CDR Walter L. Goldenrath, MSC, USN, Officer in Charge of APTU, holds degrees in human physiology, medical physiology and biomedical instrumentation. He has specialized in aviation physiology, the FPS, and related equipment at Wright-Patterson AFB; the Navy's School of Aviation Medicine in Pensacola, Fla.; and at the Aerospace Crew Equipment Laboratory in Philadelphia.

His assistant, LTJG H. D. Brumfield, MSC, usn, has a degree in biology and has done graduate work in physiology and research in cardiac physiology. He is a certified applied aviation physiologist.

Enlisted technicians who operate

WELCOME ABOARD—VADM T. H. Moorer, Commander, Seventh Fleet, greets President of Republic of the Philippines, Diosdado Macapagal, as he arrives aboard the Seventh Fleet flagship *USS Providence* (CLG 6).



the unit also are required to have specialized training and experience. Hospitalmen (aviation physiology technicians) who conduct lectures and supervise physical training, and Trademen who operate and maintain training equipment, also attend the Navy's School of Aviation Medicine. Parachute riggers who fit the suits and adjust various related equipment in the training devices need extensive on-the-job training before tackling the FPS.

In all, safety is the prime factor. Aided by experience in training and practice with the FPS, work on research and development of a safer, more comfortable suit continues.

—Jerry Dunning, JO2 USN

De Soto County Goes Inland

Traveling 1200 miles inland earlier this summer, the landing ship tank *USS De Soto County* (LST 1171) is presently giving Great Lakes residents a look at the Navy-Marine Corps team.

When the visitors come aboard, they'll see a group of displays ranging from a full-scale model of a *Polaris* missile to a color movie of the Navy-Marine Corps team in action on a panoramic movie screen. The screen and films are the same as those at the Navy-Marine Corps exhibit at the New York World's Fair. Modern ground-combat weapons are also available for viewing.

De Soto County is stopping at 18 Great Lakes and St. Lawrence Seaway ports. She is the first Atlantic Fleet Amphibious Force ship to make an extensive cruise in the Great Lakes in recent years.

New Barracks for ASW Men

Navymen accustomed to dormitory style quarters may rub their eyes in disbelief when they see the new look in enlisted barracks at the U. S. Fleet Anti-Submarine Warfare School at San Diego, Calif.

The new four-story structure is built of reinforced concrete faced with blue glazed brick and glass. It accommodates nearly 600 enlisted men in rooms of two and four.

Another barracks is planned to be constructed on the ASW school grounds and work has already begun on a new training building which will include a 400-seat critique and lecture hall for ASW war games.

A fair portion of Navymen will have an opportunity to sample life



'SHOWBOAT'—*USS De Soto County* (LST 1171) is currently visiting Great Lakes, Illinois, and St. Lawrence Seaway ports during inland sea cruise.

in the new structures. The Fleet Anti-Submarine Warfare School graduated more than 12,000 officers and enlisted men during the last fiscal year.

Just One Happy Family

The guided missile destroyer *uss Biddle* (DDG 5) will soon have the most cosmopolitan crew of any ship in the U. S. Navy when regular crewmen from the navies of West Germany, Greece, Italy, the Netherlands, Turkey and Great Britain come aboard.

This "mixed-manning" demonstration, as announced by the Secretary of Defense is being carried out for a probable period of 18 months with the approval of the President.

It will provide an opportunity to show how a crew of several nations can operate a modern naval vessel—a situation that would be commonplace if a proposed multilateral force should come into existence.

The six nations, plus the United States, are presently negotiating the possibility of establishing such a multilateral force (termed MLF), whereby crewmen from all countries involved would man a force of surface ships armed with *Polaris* missiles. The multilateral force, as presently envisioned, would operate generally under NATO and be owned by countries that contribute to its creation and maintenance.

Although the technical equipment

on *Biddle* is not the same as that being considered for the MLF surface vessels, the ship is armed with *Tartar* missiles and *Asroc*, and will thus provide operational experience with complex weapons systems for these foreign navymen.

Biddle has a complement of 18 officers and 316 enlisted men. Two additional officers will be assigned during this demonstration, for a total of twenty. Present plans are that officers and men from the six European countries will gradually replace up to about half of the DDG's crew, with the first increment consisting of a group of British sailors who joined the ship in June.

Crewmen from the other nations will be assigned to the 4500-ton destroyer in the following six-month period, after undergoing language and technical training. English will be spoken aboard.

During this demonstration no single country, except the U. S., will contribute more than 20 per cent of the total crew. Germany with about 45 billets, will probably have the largest number of sailors from any of the European countries.

Biddle is attached to the Atlantic Fleet and under the command of CDR Thomas E. Fortson, usn. She will normally be based in Norfolk, Va., and will operate in the Atlantic area with the Second Fleet and in the Mediterranean with the Sixth Fleet. Possibly, at times, *Biddle* will



DOWN AND UP—USS *Irex* (SS 482), shown with officers and enlisted men lining her deck, has completed 9000 dives in 19 years' active naval service.

operate in company with units of fleets of other participating countries. Visits to ports in the other participating countries are scheduled for the ship.

Irex Hits 9000

There are stories about yeomen who don't like to type, aviators who don't like to fly and, of course, sailors who don't like to go to sea. If there is such a thing as a submariner who doesn't like to dive, he should employ all possible devices to avoid being assigned to duty aboard USS *Irex* (SS 482).

On the other hand, if you like to dive, this is the place for you. In the first 19 years of this sub's service to the Navy, *Irex* completed 9000 dives. This averages out to 1.29 dives per day, 365 days per year for 19 years.

On board for the occasion was a man who helped start *Irex* on the road to 9000. CDR S. T. Bussey, USN, Commander Submarine Division 81, was a member of the commissioning crew when *Irex* made her first dive in May 1945. He dropped in to perform diving officer duties for number 9000.

After the dive, the occasion was commemorated by a cake cutting (and eating) ceremony in the crew's mess.

It is not unfitting that *Irex* should mark this achievement, for she comes from a diving family. Three other subs in her class (*Tench*) completed their 10,000th dives in 1960.

Irex was authorized by Congress

on 17 June 1940. She was launched on 7 Oct 1944 at Portsmouth Naval Shipyard, and was commissioned on 14 May 1945.

In February 1948 *Irex* was recipient of the first snorkel installation to be put on an operational submarine in the Navy.

The ship is presently assigned to Submarine Squadron Eight in New London, Conn., and was at sea for an operational readiness inspection when the 9000th dive took place. Her CO is LCDR Howard R. Portnoy, USN.

Gourmet Night, Navy Style

If you ask a Navy cook, "What is it?" you're likely to end up with ice cream on your pork and beans. But



BOILERMAN Jimmy L. Sanford, BT1, USN, is awarded ComCarDiv 14 commendation for his quick action in securing steam fire pump which was overspeeding and out of control on board USS *Lake Champlain* (CVS 39).

Wednesday nights, in the USS *Canberra* (CAG 2) wardroom, that's a legitimate question.

Each Wednesday evening, on gourmet night, the wardroom menu features a foreign dinner. Quite understandably, some officers may have trouble recognizing the main course.

One Greek meal, served a few months ago, consisted of mousaka (meat pie), spanakopita (spinach and feta cheese pie) and aginares tiginetos (fried artichokes). On the other hand, those who were on familiar terms with Greek food may have had difficulties classifying sashlik, the main dish on Russian night.

Occasionally, the Wednesday night cuisine may be more familiar. Take, for instance, the California dinner a few months back: Abalone steaks, Caesar salad and pickled artichoke hearts.

Gourmet night is the brain child of mess caterer Lieutenant Commander C. I. Brown, who is also the ship's navigator. His accomplice, Chief Steward R. Nanquil, scours the stores in the ship's home port (Long Beach, Calif.) for the off-beat ingredients called for in the recipes.

Despite the pungent comments these two men almost certainly receive, *Canberra* officers enjoy the unfamiliar food. According to reports, few of them eat in the gedunk on gourmet night.

Strong but Helpful

Sixth Fleet ships USS *Springfield* (CLG7) and *Enterprise* (CVA N65) sailed into the Eastern Mediterranean recently bearing gifts and providing their crews with an opportunity to see Istanbul's fabled bazaars and mosques and relics of the Byzantine and Ottoman Empires.

The sailors also left some good deeds by which to be remembered. For instance, 20 enterprising sailors from the Big E brightened the rooms of the Mevlane Kapi Boys Rehabilitation Camp with coats of red, white, blue, yellow and grey enamel.

Nearly 200 Sixth Fleet sailors donated as many pints of blood to the Turkish Red Crescent Society and a Sixth Fleet pianist taped a half-hour program for a local radio station.

John W. Gill, EM3, risked his own life to save a woman who had fallen from a ferry boat into the icy waters of the Bosphorus.

About 3000 residents of Istanbul braved the bitter winds of early spring to visit *Enterprise*, and an en-

semble of Army bandmen dressed in the 16th century costumes of Turkish janissaries gave a half-hour performance featuring traditional music played by brass and reed instruments and drums.

Springfield's gifts to Turkey were in the form of medical instruments which were the donations of medical groups in U. S. cities and towns named Springfield.

The recipient of the equipment in Turkey was the American Hospital of Istanbul, a private institution with a 75-bed capacity and a staff of 40 nurses.

Springfield also left contributions of medical materials at other ports of call in the Mediterranean, where she was participating in NATO exercises.

This Cat Makes the Scene

Hollywood, take note—there is a budding talent on *uss Canberra* (CAG 2), and its owner may bang at your gates someday soon.

Neal M. Elliston, PC3, has a proven ability in speech and dramatics. The latest evidence is a first place award he won in the 11th Naval District talent contest recently.

Elliston, who was an extra in the movie *PT 109*, presented a dramatic monologue, "Beyond the Last Mile," and was selected the top talent among 20 contestants.

He has been winning honors for his talent since he began four years of speech classes at Assumption High School in Denver, Colo. He was named the outstanding speech student of the Denver Parochial League in 1959-60; placed second in the Colorado state oratorical contest in 1960; and was awarded a degree of distinction by the National Forensic League.

Elliston says he turned down a scholarship to a dramatics college so he could join the Navy in July 1960. But his interest in dramatics has continued.

While stationed at Key West, Fla., he appeared in a production of *South Pacific*. It was also during that tour that he took two weeks leave to work in *PT 109*.

After reporting aboard *Canberra* in December 1962, Elliston continued his winning ways by taking first place in a talent contest in the Mediterranean.

He plans to go into work involving public speaking or further his career as an actor after his separation from the Navy later this year.



NAVAL SUPPLY Center, Norfolk has begun her 46th year of operation. Some of her many sea-going customers can be seen in the background.

Food Can Become An Art

Students at Newport's Naval War College had been familiar with Navy chow for many years but many of them may have considered it something less than a work of art. They were given the opportunity to change their viewpoint, however, when the Northeast Field Food Service Team at the Newport Naval Supply Depot prepared an exhibit to acquaint senior officers with the services and training available in general mess operations. They also demonstrated what could be done with rationed and irradiated foods.

When confronted with a log cabin made of eclairs, sculptured cakes, a

noodle basket and a pastry cornucopia (to mention only a few of the goodies on display) the officers got the message that specialized and intensive on-the-job training programs for commissary personnel can pay off in extraordinary performance.

The job of the Field Food Service Teams is to spread the gospel of good eating throughout the Navy, which they do upon invitation by a ship or shore activity.

During a two-week course, training films are shown and demonstrations are given showing proper techniques of galley operation. They include administration, menu planning, food operation and service, sanitation and equipment utilization.

The team members themselves keep up with changes and new developments in food processing. They attend schools and seminars; visit and participate in food shows and read professional trade journals.

It all adds up to an increased challenge to the commissaryman to perform his duties efficiently and to produce a finished product which is something more than just a square meal.

Flight Decks are Busy

With naval aviation acquiring sufficient age to rack up respectable numbers, Navy fliers let their accomplishments be known. Here are a few examples:

While *uss Valley Forge* (LPH 8) was undergoing refresher training

HELICOPTER from *USS Altair* (AKS 32) delivers a load of cargo to *USS Independence* (CVA 62) in Med.



TODAY'S NAVY

off San Diego earlier this year, she recorded the 18,000th helicopter landing on her flight deck.

USS *Intrepid* (CVS 11) recorded her 4000th helicopter landing. She also racked up her 79,000th arrested landing.

Venerable *Lexington* (CVA 16) chalked up her 100,000th landing during the first quarter of 1964.

In March, an F8U *Crusader* made the 125,000th landing on the deck of USS *Franklin D. Roosevelt* (CVA 42) and USS *Coral Sea* (CVA 43) chalked up her 126,000th arrested landing.

Meantime, back at the base — Pensacola's Saufley Field, to be exact — Training Squadron One's Flight 12 clocked 70,000 accident-free flight hours.

Saufley Field statisticians broke this figure down into 400 hours in spins, 8000 hours in landing patterns, 280,000 landings and 300 hours in loops.

Twenty Candles for Hancock

USS *Hancock* (CVA 19) recently joined the company of U. S. naval vessels which have counted 20 candles on their birthday cakes. For an attack carrier, 20 years is a ripe old age. *Hancock* consoled herself, however, by spending her birthday in a maritime beauty salon getting a complete overhaul, after which she is expected to feel as young as the youngest afloat.

Hancock had a pretty rough youth even though she was a latecomer (1944) to World War II.

She sailed from Pearl Harbor on 24 Sep 1944 to join ADM Halsey's Third Fleet in the western Caroline Islands. Here she was assigned to VADM Mitscher's Fast Carrier Task Force 38.

TF 38 made a rendezvous west of the Marianas and, (at a point off Okinawa on 10 Oct 1944, *Hancock's* planes rose off her deck in 156 sorties during that day alone carrying, with planes from the other car-

riers, destruction to Okinawa's airfields and shipping.

Hancock had her first narrow escape near Formosa. As she was retiring with the task force to the southeast on the afternoon of 14 October, she came under attack from enemy aircraft. A plane was splashed after it had passed over the ship, dropping a bomb about 400 yards off the port bow. Another bomb penetrated *Hancock's* 20mm gun platform but exploded harmlessly in the water.

The few remaining enemy planes were driven off and *Hancock* steamed with the task force to support the amphibious landings in the Philippines.

After pounding airfields and shipping in the Philippines, she was on her way to Ulithi and replenishment when she was ordered to turn back to the area off Samar to assist in the search for units of the Japanese fleet reported to be closing on Leyte. This was the preliminary to the Bat-

Dam Sand Makes the Scene—Bring Your Own Camel

Hard put to find a place where your pet camel will feel at home? Take him to Dam Neck, Va., where a Navy do-it-yourself project is producing scads of sand dunes along a three-mile stretch of beach.

This project has nothing to do with Lawrence of Arabia. The Navy is reconstructing dunes where they were once found in abundance.

The three-mile shoreline has been losing the battle with erosion at a slow, though steady, pace since the base was established in 1942. Sand dunes were built and provided a partial deterrent, but the greedy Atlantic Ocean still managed to gulp up almost 100 feet of the shore during these years.

Then nature sent a clincher in the Spring of 1962. A tempestuous storm sent more hungry waves crashing ashore, and this time they devoured most of the sand dunes and more of the shoreline. Hundreds of tons of sand were washed away leaving several buildings, including the married officers' quarters, vulnerable to flooding and erosion.

After the storm subsided, Seabee bulldozers were called in from Little Creek Amphibious Base to retrieve as much of the beach as they could. But it was clear to base officials that the dunes would never endure another heavy Atlantic lashing.

Now, two years later, a stable

shoreline is beginning to take shape as the result of careful planning by the base public works and security departments. Thanks to cooperation received from the U. S. Department of Agriculture and lots of hard work, a solid wall of dunes will soon fortify the naval establishment against any repeat of the Ash Wednesday assault.

The 1962 storm demonstrated that dunes not covered by beach grass will not withstand heavy pounding by the sea. Dunes that were washed away had no grass. Those that had grass were much less affected. The roots of beach grass reach as far as 12 feet down in the sand and hold it in place.

For a number of years the Department of Agriculture, in cooperation with the University of Maryland, has been improving a strain of American beach grass which is native to the East Coast. Sprigs from nurseries in Beltsville, Md., are being distributed to state governments and military installations along the Atlantic for replanting to combat shore erosion.

In April 1963 Dam Neck received 10,000 sprigs. These were transplanted in a nursery plot on the base for propagating. In the meantime, dune reconstruction was begun.

For this project, bulldozers pushed sand up into six-foot-high ridges.

Then snow fencing was placed along the tops and on the inland side to catch wind-blown sand.

As the project progressed, the fencing was eventually covered with sand, then more rows of fencing were placed on top. This method is continued until the dunes are built to a height of about 12 feet and a width at top of 30 feet.

Some dunes at Dam Neck have now reached the four-tier level. In the two years since inception of this project, more than 15 miles of fencing have been used.

Recently, the 10,000 sprigs that had been propagating in the nursery plot were transplanted onto the new dunes. Also, 20,000 more mature sprigs arrived from Beltsville and were planted. Since the grass is of the runner type, one sprig can produce hundreds of new plants.

Before the 100 acres of Dam Neck dunes were planted, 12 tons of fertilizer were spread by means of a helicopter. A quarter of the dunes have so far been planted in this manner.

After dunes have been planted with grass they will continue to grow as the grass catches drifting sand. Some experts estimate that dunes can raise as much as a foot every year, and there seems to be no limit to the size to which they can grow.

—Bill Weesner, JO1, USN

tle for Leyte Gulf and all available U. S. ships prepared for action.

Although *Hancock* didn't reach Samar in time to help the light escort carriers in the main action of the Battle of Samar, her planes caught the fleeing Japanese center force on 25 October.

After this action, *Hancock* again joined other carriers for strikes at the Philippines where she attacked shipping and enemy airfields. During this action, *Hancock* didn't entirely escape a suicide dive although her antiaircraft gunners exploded the plane some 300 feet above the ship.

A section from the enemy aircraft's fuselage landed amidships and part of the wing hit the flight deck where it burst into flames.

Hancock continued to fight off dive bombers during the ensuing enemy raids which scored suicide hits on *Intrepid* (CV 11), *Cabot* (CVL 28) and *Independence* (CV 22).

Hancock landed many of *Intrepid's* planes which were blocked from their own ship by flames, while destroyers and cruisers picked up men who had been forced over the carriers' side by heat and explosions.

Until the end of the war *Hancock* continued to hit enemy shipping and air bases.

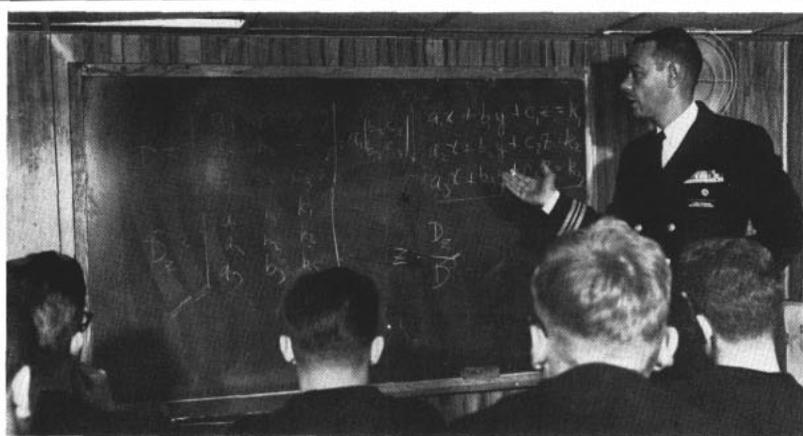
On 25 Aug 1945, her planes flew missions over Japan dropping supplies and medicines. It was information obtained during these flights which made possible later landing of doctors, supplies and medicines for Allied prisoner of war encampments.

During her war career, *Hancock* earned the Navy Unit Commendation, four battle stars and other awards.

Hancock received her first conversion and modernization treatment to an attack carrier in December 1951. During conversion she was fitted with the new steam catapults (which at that time were new indeed). She was recommissioned in 1954. At San Francisco, in 1956, she was fitted with an angled flight deck which made for faster and safer aircraft landings.

After her 20th birthday face-lifting, *Hancock*, which spends much of her time in the Far East, will be able to compete with any of her sisters.

As Mehitabel the cat would say to Archy the cockroach, "Tres gai, Tres gai, Archy. There's life in the old gal yet."



SEA SCHOOL—Cruisemen pay close attention to problem in algebra class.

Canberra's Campus Is Blue, Wet and Wide

The men aboard the guided missile heavy cruiser *uss Canberra* (CAG 2) can now obtain college credits, receive help in paying tuition costs and never leave the ship.

Through this educational program, men aboard *Canberra* receive college credit from Old Dominion College, Norfolk, Va. The courses are taught by naval officers with advanced degrees who have been certified by the college; they are listed as instructors on the faculty.

Tuition cost for a *Canberra* student is the same as the fee charged on campus, but tuition aid from the Bureau of Naval Personnel, amounting to \$18 per subject per quarter, requires the student to pay only six dollars.

Classes are held after working hours in the ship's classroom, an old handling room for three-inch shells, that was no longer needed

after *Canberra's* conversion to guided missiles. Each class meets a minimum of 10 hours per quarter per credit, which means a total of 30 class hours per course. Eligible students are certified by the ship's Education and Training Officer as having completed high school or earned a GED equivalent which satisfies the college admission requirements.

Students who successfully complete a course receive the same credit as those who attend college on a full-time basis. The credits earned may later be transferred to another college or university.

A total of 176 *Canberra* men have taken advantage of this program since its inception in 1961. In *Canberra's* 1963-64 spring quarter, 39 students were enrolled in the two courses offered—Integrated Algebra and History of Philosophy.

READY TO LEARN—CDR L. I. Somers, CHC, USN, checks out books for class in philosophy that he teaches. Rt: *USS Canberra*, floating college, at sea.



THE BULLETIN BOARD

Your Ship May Be Making History—Here's How to Record It

TO THE AVERAGE Navyman who spends one routine day after another at sea, the idea that he and his ship are making history may come as a surprise. Such is the case, however. The Navy is an instrument of national policy, hence its ships and the Navy men who serve in them inevitably play a role in shaping our destiny.

You may shrug and wonder what your ship is doing that's important. The answer is that even a routine mission of your ship may have important results. As a part of the Navy, your ship's very existence is a factor in making history.

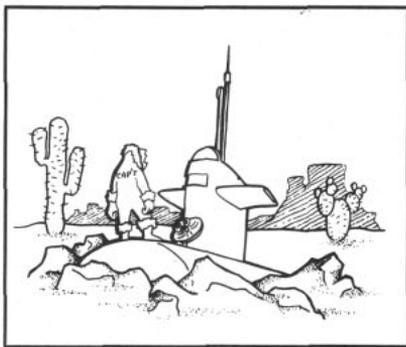
And whether you realize it or not every ship in the Navy becomes a part of written history, for each year—on 1 January, to be precise—the commanding officer of each Navy ship is required by the Chief of Naval Operations (through instruction in the 5750.7 series) to submit a historical account of its operations during the past calendar year to the Naval History Division.

This account is important to the Navy because it provides a continuous record of narrative data which will give your ship its proper place in the history of the Navy and of the United States.

If the report isn't submitted to the Navy Department your ship (historically, at least) may become just another cork bobbing around in a teaspoonful of ocean—until and unless some enterprising officer comes along at a later date to fill in the gaps—if they can be filled.

The number and types of people who are interested in your ship's story would probably surprise you. Ship's histories are in demand by researchers and writers and public information officers on whom the Navy depends to keep the nation informed on events in the Navy. They are also in demand by your family and friends. Someday you will want a copy of the story of your ship for yourself. Former crew members like to know what their old ship has been doing, as do Navy enthusiasts who

All-Navy Cartoon Contest
Thomas Robert Gunlock, LTJG, USN



"Navigator!"

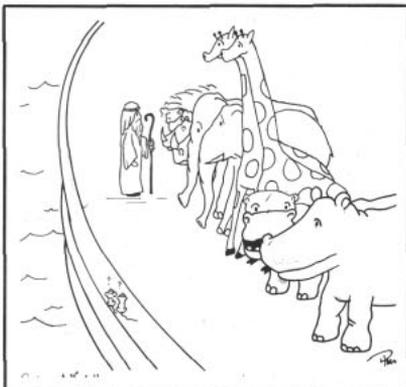
make a point of knowing what goes on in the sea service.

Check any library and the chances are you will find shelves of books whose authors have drawn upon the information which originated in a CO's report of your (or some other) ship's activities.

Although your ship's undertakings may have been something less than earth-shaking, it really doesn't matter. When your CO sends in his chronology of the year's events, his information doesn't have to be of any great moment in itself, nor does it have to be written in undying prose.

His report may simply be like a letter back home, in which he tells of your ship's particular readiness

Rudolph C. Sanda, MR1, USN



"Mark my words, Joe, these Saturday morning inspections will snowball. You just watch."

mission and the nature of the tasks in which her immediate command is involved. He will tell how the ship has accomplished its tasks and contributed its part to training, science, goodwill or the defense of the nation.

If you are a plank-owner, you might be asked to fill in some specific information which is missing, if the captain is looking for data which is beyond the scope of the ship's logs.

Your CO may also use interesting items from the newspapers about the ship or copies of documents between the officers and crew or with members of foreign navies, governments or distinguished personalities.

Perhaps your ship accomplished a job in a noteworthy manner. It may not be big—just a good refueling or rigging time. Something like this is done by every ship and is always worth mentioning.

Other times your ship may possess something out of the ordinary, such as a homeward-bound pennant three miles long. If this is the case, your captain will mention it in his report.

The chances are that someday, sometime someone will want to know your ship's story. Even though you may not consider some of the items included in your CO's annual report to be significant, in the over-all picture or in the light of subsequent events, they may assume a proportion which you could not foresee when the report was made.

When they do, your CO's recording of events as they occurred will have been included in a formal history by the Ship's History Section of the Naval History Division.

Writers will be provided with authentic source material. Navy publicists will have facts which will satisfy the public's demand for information, former crewmen and Navy enthusiasts will have their sea lore and memorabilia.

Most important, however, your ship will be assured of its place in the fabric of world events.

Navy Relief Society Donates Funds for Scholarships Via Navy Wives Clubs

The number of college scholarships available to Navy sons and daughters through the Navy Wives Clubs of America has been increased nearly fourfold. The Board of Managers of the Navy Relief Society has voted unanimously to grant \$10,000 to the Navy Wives Scholarship Foundation—increasing by 20 (from seven to 27) the number of scholarship awards that may be made to students this year.

Though a number of administrative details regarding the grant have yet to be worked out, it appears recipients of the new scholarship money will be required to meet the general eligibility requirements which have governed past awards.

Only the sons and daughters of enlisted Navy and Marine Corps personnel will be eligible for the 20 new scholarships for college. Children of Coast Guard personnel, in addition to those of Navymen and Marines, will continue to be considered for the other seven education grants.

In general, the recipient of a scholarship must:

- Be the child (includes legally adopted children and stepchildren) of an enlisted member of the Navy, Marine Corps, or Coast Guard who is on active duty, retired with pay or deceased. (Subject to restriction of paragraph next above).

- Be in need of financial assistance with regard to post-high school education.

- Be a graduate of an accredited high school (or the equivalent), or be qualified for graduation before the beginning of the next academic year. (Applicants already doing college level work automatically fulfill this requirement.)

- Have a reasonably sound scholastic standing.

- Be physically capable of completing the course undertaken.

- Be of good moral character.

The Navy Wives scholarships may be used to obtain college educations or vocational, business or other training. Applicants should be approved for admission or be reasonably sure they will be able to gain admission to the school of their choice before applying for a scholarship.

The scholarships are outright

All-Navy Cartoon Contest
Sam Richardson, PHAN, USN



"Do you have a 'See the world now-go to boot camp later' program?"

grants of at least \$400 for the freshman year, paid directly to the school concerned. Renewal awards are considered for those completing the freshman year with good records.

Applications are available at the Bureau of Naval Personnel (Pers G-221) or at any Navy Wives Club.

Annual \$500 Scholarship Offered at FRA Meeting

An annual \$500 scholarship, dedicated to the memory of Schuyler S. Pyle, was authorized by the Fleet

Reserve Association at its 35th annual convention. It will be given to the son or daughter of a member of the naval establishment who is an association member, to be used for his or her education at the college level.

The recipient will be selected on the basis of need, scholastic standing, character and leadership and the following qualifications:

- The applicant must be the dependent son or daughter of a Navy or Marine member of the Association. At the time the award is made, the member may be either deceased, active or entitled to retainer or retired pay. He must, however, have been a member in good standing as of 1 April of the year in which the award is made.

- The applicant must be a prospective graduate or have graduated from an accredited high school or its equivalent. A student already attending an accredited college may also apply for the scholarship provided he or she hasn't previously received such an award.

The scholarship, when awarded, must be used for educational expenses at an accredited college during the academic year.

The Fleet Reserve Association also offers an annual \$500 tuition scholarship to dependents of naval person-

These Naval Histories Are Available from SupDocs

Even a casual study of almost any publisher's list will indicate a widespread interest in naval affairs. Here, for example, is a list of Naval History Division publications available through the Superintendent of Documents, Government Printing Office, Washington 25, D.C. These books are listed here because, as you will find, almost all of them have, in varying degrees, depended upon ship's histories as their basic material. In years to come, it is highly possible that your ship will play a role in similar works.

- *Admiral Richard Wainwright and the United States Fleet*, by Damon E. Cummings.

- *Administration of the Navy Department in World War II*, by Julius A. Furer.

- *At Close Quarters, PT Boats in the United States Navy*, by Robert J. Bulkley, Jr.

- *Beans, Bullets, and Black Oil, the Story of Fleet Logistics Afloat in the Pacific During World II*, by Worrall R. Carter.

- *Destroyers in the United States Navy*.

- *Dictionary of American Naval Fighting Ships, Vols I and II*.

- *History of United States Naval Operations, Korea*, by James A. Field.

- *Ships, Salvage and Sinews of War; the Story of Fleet Logistics Afloat in Atlantic and Mediterranean Waters during World War II*, by Worrall R. Carter and Elmer E. Duvall.

- *United States Naval Chronology, World War II*.

- *United States Naval History, Naval Biography, Naval Strategy and Tactics, a Selected and Annotated Bibliography*.

nel, active, retired (with pay) or deceased to be used at any accredited college of the recipient's choice.

Application forms for next year's scholarships may be obtained from Pers G221, Bureau of Naval Personnel, Navy Department, Washington, D. C. 20370, and must be returned no later than 1 Apr 1965.

Dolphin Awards Make School Easier for Five This Fall

Five students who were graduated from high schools as far apart as Charleston, S. C., and San Diego, Calif., and whose primary interests lie in such diverse fields as nuclear physics, education and medicine, will receive \$500 scholarship grants from the Dolphin Scholarship Foundation when they enter college this fall.

These five 1964 recipients bring to 17 the number of students who have received financial assistance from the rapidly growing Dolphin Scholarship Foundation.

The Foundation was established in 1960 to give deserving children of members and former members of the U. S. Submarine Service financial aid for college education. The Foundation draws its financial support primarily from work projects of the organized women of the submarine forces, and from contributions from men in the submarine forces. Other interested individuals, companies and organizations throughout the coun-

All-Navy Cartoon Contest
Marion VanBuskirk Frasier



"I'm not sure, Sir, but it looks like 'Our Old Man can lick your Old Man'."

try have also made contributions.

Candidates for the grants are selected by a board in BuPers on the basis of the applicants' academic proficiency, all-around ability, character and financial need.

This year's recipients are:

- Lawrence Shaw, son of Chief Electricians' Mate (retired) and Mrs. William L. Shaw. In high school, Shaw was a member of the National Honor Society and vice president of the student body, and was active in sports and community affairs. He plans to major in nuclear physics,

working toward a doctorate in this field.

- Janie Horan, daughter of Chief Engineman and Mrs. John D. Horan. Janie was editor of her school newspaper and a member of many student organizations. She plans to study to become a surgeon.

- Kathryn Dibsie, daughter of Senior Chief Engineman and Mrs. Anthony J. Dibsie. She belongs to the California Scholastic Federation and the Future Teachers of America, and plans to major in education.

- Terrance Barker, son of LT and Mrs. Monroe W. Barker. He plans to study electrical engineering.

- Frederick Hartley, son of CWO and Mrs. Clair C. Hartley. He plans to major in chemistry.

The directors of the Foundation hope to increase the amount of scholarship grants to \$10,000 annually by 1965.

List of Motion Pictures Available to Ships and Overseas Bases

The latest list of 16-mm feature movies available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

The World of Henry Orient (2646) (C) (WS): Comedy; Peter Sellers, Paula Prentiss.

The Third Secret (2647) (WS): Suspense Drama; Stephen Boyd, Pamela Franklin.

The Best Man (2648): Drama; Henry Fonda, Cliff Robertson.

The Brass Bottle (2649) (C): Comedy; Tony Randall, Burl Ives.

A Distant Trumpet (2650) (C) (WS): Action Drama; Troy Donahue, Diane McBain.

Alone Against Rome (2651) (C) (WS): Melodrama; Lang Jeffries, Rossana Podesta.

From Russia with Love (2652) (C) (WS): Melodrama; Sean Connery, Pedro Armendariz.

Captain Newman, M. D., (2653) (C): Comedy Drama; Gregory Peck, Tony Curtis.

Advance to the Rear (2654) (WS): Comedy; Glenn Ford, Stella Stevens.

Tamahine (2655) (C) (WS): Comedy; Nancy Kwan, John Fraser.

Dolphins Are Hard to Catch

Submariners may be divided into two distinct (if unofficial) categories: the qualified, who wear dolphins; and the unqualified, who don't.

An unqualified Navyman is one who has checked aboard his first sub but does not yet understand the operation of his ship well enough to be a qualified submariner. He has a maximum of seven months to earn his dolphins.

During this time he must learn the nomenclature of the sub as well as operation of equipment from the torpedo tubes to the ballast tanks. He spends time in each compartment, where he is checked out by a qualified petty officer.

To qualify within the time allotted him, the new man must keep up with a schedule set by the ship's

qualifications officer. Men who keep abreast or ahead of the schedule rate most privileges given to qualified submariners, but those who fall behind must spend most of their recreation and liberty time concentrating on their studies in order to catch up.

Once the unqualified man has become familiar with all phases of submarine operations, he must take a written and oral examination. The oral test is given by the ship's qualifications officer, who escorts the new man through the ship and asks pointed questions on equipment, nomenclature and procedures.

If the examining officer is not satisfied with the Navyman's performance, it's back to work. Otherwise, the submariner becomes eligible to wear the submariner's dolphins.

Torpedo Bay (2656): James Mason, Lilli Palma.

Wild and Wonderful (2657) (C): Comedy; Tony Curtis, Christine Kaufmann.

Looking for Love (2658) (C) (WS): Musical Drama; Connie Francis, Jim Hutton.

Duel of Champions (2659) (C) (WS): Melodrama; Alan Ladd, Franca Bettoda.

Commando (2660): Melodrama; Stewart Granger, Dorian Grey.

Lolita (2661): Drama; James Mason, Shelley Winters.

The Cardinal (2662) (C) (WS): Drama; Tom Tryon, Romy Schneider.

Goliath and the Sins of Babylon (2663): Melodrama; Mark Forest, Jose Greci.

The Secret Door (2664): Suspense Drama; Robert Hutton, Sandra Dorne.

Rhino (2665) (C): Drama; Shirley Eaton, Robert Culp.

All-Navy Cartoon Contest
LCDR Billups E. Lodge, USN



"But Chief, it said 'Burn Bag!'"

X-Ray Correspondence Course

A correspondence course entitled *Fundamentals of X-Ray Physics and Technique* (NavPers 10702) is now available to medical department officers or enlisted men.

The course consists of eight as-

signments and is evaluated at 18 Naval Reserve promotion and/or retirement points.

Applications may be submitted on NavPers Form 992 and forwarded (via appropriate channels) to the Commanding Officer, U. S. Naval Medical School, National Naval Medical Center, Bethesda, Md. 20014.

Three New Correspondence Courses Issued for EMs

Three correspondence courses have been issued and are available through the Naval Correspondence Course Center, Scotia, N.Y. Of the three, two are revised courses and one is a new issue. The three are:

- *Hospital Corpsman 1 & C*, NavPers 9167-1 (supersedes NavPers 91671-A). and NavPers 91670-1.
- *Machine Accountant 1 & C*, NavPers 91275.
- *OCC ASW Operations*, NavPers 10406-A (Confidential - supersedes NavPers 10406).

NAOs Must Keep Air Skills When Not in Flying Status

Naval Aviation Observers are no longer required to retain their flight proficiency while on duty which does not actually require flying. This puts the NAO in the same category as the Navy pilot who is required to fly a minimum of four flight hours a month and 90 hours per year.

And, again like pilots, NAOs will now draw flight pay regardless of their billet.

Heretofore, many NAOs did not fly while on shore duty and, after a tour in a non-flight status, became rusty or lost interest in the NAO program.

New requirements are outlined in BuPers Notice 3700 dated 1 May 1964. The notice also announces the discontinuation of NAO designations R, T and A.

There are no longer any billets for R (radar) and T (tactical) NAOs. Officers who hold these designations but are qualified in another NAO field may request a change in their specialty.

The aerology (A) category has also been dropped for the Naval Aviation Observers program, but a few flight billets still require meteorological skills. These will be filled by meteorological officers who are temporarily assigned to flight duty.

HOW DID IT START

Hand Salute is Simple But Meaningful

As naval customs go, the hand salute is a relatively recent innovation. It had its beginnings as early as the middle 1800s, but was not commonly accepted until the 1890s.

Most historians agree that the hand salute is a simplification of doffing the hat, a custom rooted in antiquity.

In the old Navy, juniors were required to remove their hats in the presence of an officer.

But by 1849, records show that some captains had given their petty officers permission to just touch their hats on

occasions when seamen were obliged to remove them completely. This may have been the origin of the hand salute.

In 1869 the hand salute became officially acceptable on some occasions. U. S. Navy Regulations still demanded that juniors remove their hats when passing or meeting seniors, but the men were permitted to just touch their hats when addressing the OOD or executive officer.

It was 24 years later that the new salute became mandatory under all circumstances. An 1893 copy of Navy Regs required all Navymen to render a salute to seniors on all occasions when tipping the hat was formerly accepted. Navy Regs also stated that salutes were to be rendered and returned regardless of whether or not either person was in uniform.

Juniors salute first. This is probably a carry-over from the middle ages. It was customary, when two knights in armor met, to raise their visors so they could be identified as friend or enemy. Rank was well defined in those days, and it was only natural that the junior would be the first to identify himself.

Today, the hand salute is more than custom. It is required by regulations. Perhaps one of the best-known military traditions, it denotes respect for the uniform and the country it represents.



Latest Report on Length of Standard Navy Overseas Tours

Below is a roundup of standard overseas tour lengths. Time creditable to your overseas tour begins the month you depart the U. S. and ends when you return upon permanent change of station. Locations

indicated by an asterisk are areas in which dependents are permitted only when government quarters are available. Attache personnel are excluded. Any changes will be listed periodically.

	Accompanied by Dependents	All Others		Accompanied by Dependents	All Others
Alaska			Cuba (Guantanamo)	N/A	12
Aleutian Peninsula and Islands			Cyprus	24	18
West of 162d Meridian including Adak, Attu, and Dutch Harbor	18	12	Dahomey	24	12
Anchorage area including Elmendorf AFB and Fort Richardson	36	24	Denmark (except Karup Air Station)	36	24
Big Delta area including Fort Greely	24	18	Karup Air Station	N/A	18
Fairbanks area including Eielson AFB, Ladd AFB and Fort Wainwright	30	18	Dominican Republic	36	24
Juneau area	24	18	Ecuador	24	18
Kenai-Whittier area including Wildwood Station	24	18	Egypt	36	24
Fire Island	N/A	12	Eleuthera	24	18
Kodiak Island	24	12	El Salvador	36	24
Murphy Dome	N/A	12	Eniwetok	N/A	12
Nome area	24	12	Ethiopia, except Eritrea (Asmara), Massaua, and Harrar	24	18
Point Barrow area	18	12	Eritrea (Asmara)	30	18
Anguilla (West Indies)	24	18	Massaua	N/A	12
Antarctica	N/A	Indef.	Harrar	N/A	12
Antigua	24	18	France	36	24
Argentina	36	24	Germany (except Rendsburg)	36	24
Aruba	24	18	Rendsburg	N/A	18
Australia (except Alice Springs)	36	24	Greece		
Alice Springs	24	18	Athens and vicinity	30	18
Austria	36	24	Other locations	N/A	12
Azores	24	18	Greenland	24	12
Bahrein Island	15	12	Guam	24	18
Barbados	24	18	Guatemala	36	24
Belgium	36	24	Haiti	36	24
Bermuda	36	24	Hawaiian Islands	36	24
Bolivia	24	18	Honduras	24	18
Brazil (except Fortaleza, Recife, Salvadore, Santa Cruz)	36	24	Hong Kong	36	24
Fortaleza	N/A	18	Iceland	24	12
Recife	24	18	India	24	12
Salvadore	24	18	Indonesia	24	14
Santa Cruz	24	18	Iran (except Teheran)	24	12
Burma (except Rangoon)	24	12	Teheran	30	18
Rangoon	24	14	Iraq	24	18
Cambodia	24	12	Italy	36	24
Canada			Ivory Coast	24	12
Labrador (except Goose AFB)	24	12	Iwo Jima	N/A	12
Goose AFB	24	15	Japan (except Wakkanai, Kuma Shima, Kobe-Akashi-Osaka areas)	36	24
Metropolitan areas	36	24	*Wakkanai	24	15
Newfoundland			Kuma Shima	N/A	12
Argentina	24	18	Kobe-Akashi-Osaka Area	24	15
St. Johns	36	24	Johnston Island	N/A	12
Stephensville	30	18	Korea	24	13
Other areas	24	12	Kwajalein	18	12
Chichi Jima	18	12	Laos	24	12
Chile	36	24	Liberia	24	18
Christmas Island	N/A	12	Libya (except Tripoli)	24	12
Colombia	36	24	Tripoli	36	18
Congo, Republic of (Leopoldville)	24	12	Mali	24	12
Corsica	N/A	18	Malta	24	12
Costa Rica	36	24	Mexico	36	24
Crete	24	18	Midway Islands	18	12
			Morocco		
			Ben Guerir area	24	12
			Casablanca area including Nouasseur	36	24
			Marrakech area	30	18
			Port Lyautey area including		

	Accompanied by Dependents	All Others		Accompanied by Dependents	All Others
Boul Haut, Rabat and Rabat			Senegal	24	12
Sale	30	18	Sicily, Sigonella	24	18
Sidi Slimane	24	12	Spain (except El-Ferrol and Cartagena)	36	24
Netherlands	36	24	El-Ferrol and Cartagena	24	18
New Zealand	36	24	Surinam	24	18
Nicaragua	24	18	Taiwan (except Kinman, Matsu)	24	15
Niger	24	12	Kinman, Matsu	N/A	12
Norway	36	24	Thailand (except Bangkok)	24	12
Pakistan (except Lahore and Peshawar)	24	18	Bangkok	24	18
Lahore	N/A	15	Trinidad	24	18
*Peshawar	24	15	Turkey		
Palestine, UN Truce Supervisory Organization	24	12	Ankara, Istanbul and Izmir	30	18
Panama including Canal Zone	36	24	Adana, Sile, Golcuk and Karamousal	24	18
Paraguay	24	18	Trabzon, Samsun and Diyarbakir	N/A	15
Peru	36	24	Other areas	N/A	12
Philippine Islands (except as indicated)	24	18	Turks Island	N/A	12
Mindanao; Balanga area (Bataan); Laoag, Lubang	N/A	12	United Kingdom (except Londonderry, Ireland; and Edzell, Scotland)	36	24
Wallace Air Station	N/A	15	Londonderry, Ireland	24	18
Portugal	36	24	Edzell, Scotland	24	18
Puerto Rico	36	24	Upper Volta	24	12
Ryukyus Islands	30	18	Uruguay	36	24
Saint Lucia	N/A	12	Venezuela	36	24
Saipan	24	18	Vietnam	24	12
San Salvador	N/A	12	Wake Island	18	12
Saudi Arabia	18	12	Yugoslavia	24	18

• **PRE-TRANSFER INTERVIEWS—**

If you have had a long standing illness that is considered incompatible with assignment to duty in an overseas area, don't expect orders to duty there. On the other hand, if you are in good health, but one or more of your dependents have chronic physical or mental ailments, don't expect orders to duty in an overseas area where your dependents can normally be expected to accompany you.

Few overseas activities have enough facilities to properly treat many of these illnesses. It has been found that when tours are cut short, and personnel are sent back to the

States for medical treatment, the activities have suffered. This is because many overseas activities are so small that vacancies caused by personnel being sick or requiring evacuation for treatment can adversely affect the operation of these activities. In addition, a hardship is imposed upon the others who must take over the extra workload. Fortunately, the total number of these cases has been small.

This all means that, before you become too deeply involved in travel preparation, you will have a talk with your personnel officer. He'll inquire whether you or any of your dependents have had any illnesses

of a recurring nature. He'll also be required to do some checking into other matters such as how competent you have been in your work, and whether you or your dependents have a disciplinary record.

Basically, the idea is to make sure that the best possible people are sent overseas to represent the United States.

If you are an officer, this little chat must take place before your orders are delivered to you. If you are enlisted, you must have the interview before Standard Transfer Orders are prepared.

Be ready for this talk. More information is in BuPers Inst. 1300.26C.



YOU CAN'T WIN any popularity contests by monopolizing ALL HANDS. Remember to pass it on to nine others.

Answering the Call of Napoli? This Is What You'll Find

NAPLES' LOCATION in the Mediterranean is almost at the center point of a sea which extends some 2000 miles from Gibraltar to the Mid-East. It is a great Italian sea port and a hub of activity that has become increasingly well known to U. S. Navymen, not only to sailors of the Sixth Fleet who know it as a friendly liberty port, but to Navy families that are assigned there for duty.

Like the U. S., Italy is a member of the North Atlantic Treaty Organization. Naples is not only the location of U. S. naval support activities, but also the center of NATO's Southern European Command.

There you may be assigned to the headquarters of COMFAIRMED, COMNAVACTMED, COMNAVACTS Italy or COMNAVSUPACT Naples. There are also a Naval Air Facility and various other units where Navymen serve.

These add up to a sizeable number of billets. If you are headed for Naples you'll be interested in the following report on duty in this area.

If your orders are issued far enough in advance, you will be assigned a sponsor from the command to which you are ordered. Your sponsor will probably be of your rank or rate and will work in the office where you can expect to be assigned. He will write you (again, time permitting) and offer to make hotel reservations for you and your family, meet you on arrival, and provide you with his observations of duty in Naples.

If no sponsor is assigned, or if you arrive unexpectedly, you will still find people willing to assist you. If you don't know the ropes, your new command's duty officer can be reached by telephone. Normally, Navy representatives meet each incoming ship and aircraft to give you a hand with baggage and transportation to local hotels.

Before leaving the States, you must take care of: Passports for dependents, inoculations, overseas travel arrangements, and shipment of household effects and automobiles.

Military personnel may enter Italy on their official military orders and, for most purposes, their Armed Forces Identification Card will enable them to travel throughout Italy

and other NATO countries. A passport is a convenience for travel to other areas and, in case your new duty requires such travel, can be obtained from the American Consulate in Naples.

All European countries require passports for dependents, including children; Portugal, Finland and Yugoslavia require passports for military personnel. Dependent passports are obtained before leaving the United States and the cost is \$1.00 if requested through the Navy Department. These passports can be renewed through American consulates overseas. No visa is needed for Italy. After arrival, temporary passports can be obtained for four months on request to the American Consulate.

Persons in the Washington, D. C., area should apply for passports in sufficient time to allow two to four weeks for processing in addition to the necessary mailing time. Usually, assistance can be obtained by telephoning or writing to the Navy's Passport Division. Persons outside Washington should allow six to eight weeks for processing and mailing. Application is made to the nearest federal court or state court authorized to naturalize aliens.

Passports for dependents are usually forwarded to the port of embarkation for pickup. For example, if you are ordered to fly via MATS leaving from McGuire AFB, N.J.,

your passport will be waiting for you at the Navy Air Transportation Office at McGuire.

Transportation—Forward your "Request for Dependent Travel" (DD 884) to BuPers. The type of transportation will be specified in your orders. By sea, it would be a commercial liner, using charter space, such as the ss *Independence* or ss *Constitution*. By air, the Military Air Transport Service (MATS) would be involved. It might be a combined Fleet Tactical Support Squadron/MATS flight, or a combination of commercial/MATS travel.

No entry approval is required for dependents traveling to Italy and concurrent travel is normally authorized. (This authorization for concurrent travel must be included in your orders before you can apply for a dependent's passport.)

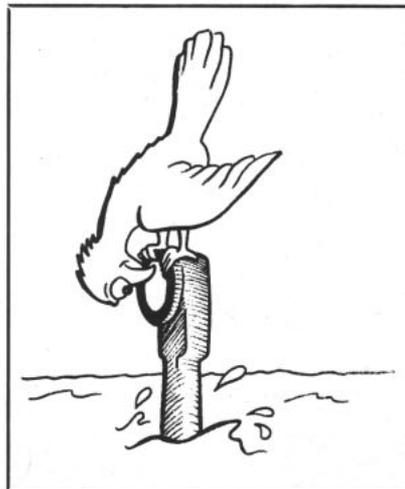
Personnel traveling by air are usually required to report to McGuire AFB, N.J.; Charleston AFB, S.C.; or the Naval Air Station, Norfolk, before midnight of the day before departure. Aerial port of debarkation in Naples is Capodichino, the home of the Naval Air Facility, Naples.

Personnel traveling by commercial ship are usually required to report to the Overseas Passenger Transportation Office, Brooklyn Army Terminal, Brooklyn, N.Y., before 1000 on the day before sailing. Port of arrival in Italy is Naples.

Shipment of Personal Property—The rules regarding shipment of household goods and automobiles are given in *Joint Travel Regulations*. In general, expect approximately a two-month in-transit period from an east coast loading port to Naples. Commercial shipments are subject to lengthy delays in customs. Have four copies of your orders, one certified, for each shipment of household goods and hold baggage.

Household Appliances—An unfurnished apartment in Naples is literally just that: Stove and refrigerators are not furnished and, if the apartment is new, it may be minus hot water tank, wall fixtures and bathroom fixtures. Almost all electrical appliances used in the States should be brought to Italy. Transformers which convert local electricity, 220 volts, 50-cycle to 110 volts, can be

All-Navy Cartoon Contest
Thomas Robert Gunlock, LTJG, USN



"Dive! Dive! Dive!"

purchased locally for about \$30.

(American TV sets require minor modifications to bring in the sound portion (cost about \$15). American phonographs also require minor modifications (about \$3).

In deciding which appliances to bring remember that electricity in Italy is *not* cheap. An average monthly bill for a family of five trying to conserve runs about \$20. If you expect to run a clothes dryer continuously, use electric blankets, cook with electricity, etc., you can expect to pay a bill considerably higher than this figure.

Electric clocks will not work properly. Automatic washers sometimes suffer from low water pressure, particularly in the summer and on the higher floors of apartment buildings. Portable cabinets and clothes closets are required since most apartments do not have either. You will find many Americans with used cabinets and closets for sale after you arrive.

Household goods, automobiles, personal effects, and radio receivers are not subject to duty if properly declared on arrival. (Incidentally, you cannot sell any property brought into Italy without customs payment unless the sale is to another American also entitled to duty-free importation of goods.) If you expect household goods after arriving in Naples, you must provide the U. S. Naval Support Activity (shipping and receiving officer) with your new address, delivery instructions and your command in Naples. On receipt of manifest information, the shipping and receiving officer will notify you as to what ship your goods are on and when they will arrive in Naples.

He will arrange customs clearances and deliver or store your goods as requested. Ship all of your household gear, but bring a large box or trunk with you containing coffee pot, sheets, blankets, towels, a few cooking utensils, air mattress, etc., so that you can camp out in your new apartment or house. Often household shipments take two or more months to arrive in Naples.

You may want to mail some items through the fleet post office to your new duty station. In this case, you should mark the package, "Post Office: Hold for Arrival," and address it to yourself at your new duty.

Automobiles—You are entitled to

All-Navy Cartoon Contest
James R. Branum, CT1, USN



"Frankly, Johnson, I'm worried about you. You've been aboard three months and you haven't put in a chit for transfer yet."

bring one automobile to Italy for the use of you and your family. This vehicle is imported into Italy free of duty and exempt from Italian road taxes (which could amount to

\$200 per year). This one car will be registered with your command and issued special license plates—AFSE plates for NATO personnel and "C" plates for personnel at U. S. commands. If you insist on becoming a two-car family, the operation of your second car will be at your expense, including Italian license tax, road fees and import duties.

Permission is required from the Commanding Officer, U. S. Naval Support Activity, before you may purchase or sell privately owned vehicles. Sale of vehicles shipped to Italy at the expense of the U. S. government is prohibited for a period of six months after arrival, and of course, cars cannot be sold to Italian nationals.

The purchase of a new automobile just before leaving the States is not recommended. If you have a comparatively new automobile and would incur a great loss by disposing of it, then bring it along. But before buying a new one, consider the fact that driving conditions in Naples are not as well regulated as

WHAT'S IN A NAME

Tenth Ice Age for Glacier

Late this fall, when it's springtime in the southern hemisphere, the icebreaker *USS Glacier* (AGB 4) will begin her 10th consecutive season in Antarctica. She has been part of every Deep Freeze operation since her commissioning in 1955.

Glacier, the Navy's heaviest and most powerful icebreaker, is usually the last vessel to leave McMurdo Sound in the fall and often the first to return in the springtime.

As could be expected, liberty down south is a little skimpy. During last year's operation, *Glacier's* 100 days below the

Antarctic Circle was uninterrupted except for a one-week stay at Hobart, Tasmania.

The icebreaker's first assignment upon reporting to Antarctica is to break a channel through the ice pack from the open sea to McMurdo. The 22-mile trip through the ice (which may be 15 feet thick) takes her about four weeks.

From December until March, *Glacier* undertakes a number of jobs in addition to keeping the channel clear.

Last season, for instance, she assisted in the recovery of a tractor which had fallen through the ice shelf at McMurdo Sound and into 24 feet of water. Maneuvering gently (as soundings are largely uncharted in this area), she broke the ice around the tractor so another ship, which was equipped with a 50-ton boom, could lift the vehicle from the icy waters.

Near the end of the season the icebreaker conducted a photographic-scientific survey of the Balleny Islands, just off the coast of Antarctica.

In March, when winter sets in, the ice grows too thick even for *Glacier* to break. She then proceeds to Boston, where she undergoes overhaul and her crew has liberty. She serves with the Atlantic Fleet until it's time to head south again.



in the states, and your new American car will be more accident prone in narrow streets and under congested, and often erratic, driving conditions. You will do better with a U. S. compact, or an American vehicle from two to five years old. Service facilities for American automobiles in Naples are below U. S. standards.

If you do not own a car, you can buy a U. S. car through the Navy Exchange at prices equal to, or below, those charged in the U. S. Foreign cars may be purchased, but shipment to the United States will be at your own expense.

Gasoline is available in Naples and throughout Italy by use of chit books purchased from the Navy Exchange. Not gallons here, but liters—at 3.78 liters per gallon. When chits are used the cost of gasoline is approximately 16 cents a gallon for high test and 12 cents for regular gasoline on the Italian market. Without the military discount, gasoline is about 60 cents a gallon.

Registration and Licenses—It is recommended that you do not obtain customs documents from any automobile club outside of Italy. The Motor Vehicle Office, NavSuppAct, will arrange for the documentation of your car with the Automobile Club of Italy wherein military personnel enjoy savings amounting to \$125 through the use of military registration and military-issued license plates. To enjoy this privilege, your car must be registered in the name of the military member of the family, and you must have proof of car ownership such as a legal bill of sale or title, and proof of insurance.

Your stateside driver's license will not be valid. Instead, you must have a "U. S. Forces in Italy Motor Vehicle Operator's License."

Insurance—Personal liability insurance of \$10,000 to \$20,000 and property damage of \$5000 is mandatory.

In case of an accident, if you have automobile liability insurance with an Italian company you are required to notify that company within 48 hours after the accident occurs. A failure to notify the company within that deadline can be justification for the company's refusal to accept liability.

Review your policies to determine the time limit in reporting accidents and comply strictly with the require-

ments set forth therein. To be fully protected, any sort of incident that might be considered an accident, should be reported. The time limit for motor scooters in reporting is often 24 hours. In addition, many policies do not extend coverage while the insured's vehicle is being operated by garage or parking lot attendants.

Civilian Clothes—Civilian clothes are encouraged for off-duty wear, and may be worn at work by officers assigned to NavSuppAct. The Navy Exchange has a fair variety but it is suggested that you bring some of your favorite brands of shoes, hose, suits and underwear.

You should bring galoshes, boots, coats and all-season hats, sweaters, suits, and dresses, depending on the extent of your social life. And bring your mail order catalog since it will probably be one of your favorite sources of resupply.

A little advance warning along the lines of clothing standards is in order. It is your responsibility to set an example of proper civilian attire and to insure that your dependents conform to the dictates of local good taste. The wearing of slacks, shorts, pedal pushers and halters in public places in Italy—other than beaches or similar recreation areas—is strongly discouraged. Those wearing this type of attire will be denied entry into buildings of the Navy Headquarters area.

What To Bring—Each uniform season begins the third Monday of the month as follows: Spring, April;

All-Navy Cartoon Contest
Robert E. Churchill, RDSA, USN



"What'cha mean, state tax!"

summer, May; fall, September; winter, October. Uniforms worn during the appropriate seasons are:

Officers and chief petty officers—Service dress blue, service dress white, tropical white long.

Enlisted men, El-E6—Dress and undress blue, dress and undress white, tropical white long (full sea-bag required).

Navy women—Service dress blue, service dress white, service dress light blue, working gray, (also, for nurses, indoor duty white).

Uniforms and articles for uniforms are available at the Navy Exchange.

Pets—Shipment of your pet to Naples is your responsibility. The Navy does not ship, or pay for shipment of pets to overseas duty stations except when travel is by ships of MSTs. At present, MSTs ships do not call at Mediterranean ports. If you are traveling commercially, arrangements for shipment of your pet are between you and the shipping company.

Clearing Customs—On landing in Naples, everyone is required to submit his baggage for customs inspection. Items such as radio transmitters and firearms will be impounded until the necessary permit is issued.

On arrival by plane or ship, hand baggage is taken to customs for inspection, where it is necessary for the owner to stand by with luggage keys and passport. On completion, cabin baggage must be removed from the port area by the owner immediately, otherwise additional customs inspection will be required. If baggage remains in the customs inspection room overnight, storage charges will accrue and must be paid before pickup.

Hold baggage will be offloaded by stevedores and assembled in an area close to the gangway. If you need your hold baggage immediately you must report to this area, properly identify and give receipt for baggage. It will then be removed to the customs inspection area by the "Espresso Bagaglio" and processed similarly to the cabin baggage.

Hold baggage which is not claimed will be removed from storage, cleared by the shipping and receiving officer and stored until delivery is requested. If you want to handle your hold baggage in this manner, you must provide the shipping and receiving officer (Room 23, Nav-SuppAct, Building "A") with deliv-

ery instructions before designated delivery date. If hold baggage must be transhipped to other sections of Europe, you must provide the shipping and receiving officer with eight copies of travel orders to have baggage transhipped at government expense.

Facilities and Services

Arrival—Your sponsor will meet you on arrival. Transportation is provided from the dock or airport to the hotel. In addition, a representative from the Navy Overseas Transportation Office meets all incoming personnel with dependents. Transportation is furnished to the barracks for Navy enlisted personnel assigned to NavSuppAct Naples who are without dependents. Navy personnel assigned to AFSouth will be provided transportation to AFSouth Post.

Military personnel should report and commence checking in within six hours of arrival, or if after working hours, by 0800 the following morning. (Entitlement to temporary lodging allowance for married personnel is based on the time of checking in to the command.)

Hotels and Pensiones—Families reporting to Naples usually live at a hotel or pensione (boarding house) while hunting for a permanent home. Hotels and pensiones are numerous and varied, luxurious and plain; expensive and inexpensive. Because Naples is a tourists' mecca, many of the hotels are completely booked from April to October. Advance reservations are suggested. Reservations may be made by communicating with your sponsor or through the NavSuppAct Overseas Transportation Officer.

Housing—The NavSuppAct has established a housing office to assist U. S. military personnel in renting housing. No government housing is available in Naples, and all Americans must rent apartments and homes "on the economy." Negotiations with property owners is a personal matter.

Types of Housing Available—Generally, private quarters will consist of flats in apartment buildings. In the suburban areas, individual houses may be rented.

Construction standards are different from those to which you are accustomed in the States. Usually

All-Navy Cartoon Contest LCDR Billups E. Lodge, USN



"Sorry, Chief, I can't find anything in the regulations against Hansen's hanging his laundry out to dry."

floors are of tile or marble; parquet (wood) may be found in more expensive quarters.

The kitchens of unfurnished quarters are not provided with any appliances as in many stateside apartments. Closets are in very short supply and drape fixtures usually consist of small iron brackets mounted over the windows.

Central heating will be found in the more modern buildings, but this usually has to be supplemented by additional space heaters during cold spells.

Hot water is provided from gas or electric heaters in the apartment which usually will supply both the kitchen and bathrooms.

What You Will Pay—Several factors influence rentals, such as nearness to the sea, view and neighborhood. Current rentals in the three main residential areas for unfurnished quarters are from:

	Number of Bedrooms			
	1	2	3	4
Posillipo	\$70	\$85	\$100	\$125-up
Vomero	65	70	80	100-up
Bagnoli, Lucrino	45	60	70	85-up

Plus Italian Government tax at 3.3 per cent monthly

The rents of furnished quarters are subject to considerable variation according to the amount and quality of furnishings. As a guide, \$20 to \$30 monthly should be calculated over the unfurnished rental rates.

Utilities are not included in the rent. Tenants living in apartment buildings also pay for the janitor,

for lighting and cleaning the hall and stairways, and other similar incidentals. The charges range from \$3 to \$20 monthly according to the size and type of apartment, and are normally included in the monthly rental in the standard lease.

The janitor or "portiere," as you will learn to call him, is not the building superintendent. He is responsible for cleaning those areas in common use, to ensure that unauthorized persons do not enter the building and to open and close the main doors at the established time which ranges from 0700 to 2100 on weekdays and 0700 to 2000 on Sundays and holidays.

It is not part of his job to run errands for the tenants, to mend leaking faucets or carry in the groceries. He will probably do all this, but will expect to be tipped.

Telephone—Telephone service to private quarters is controlled through a telephone office located at AFSouth. To avoid delays to key personnel, certain billets are designated for priority telephone service and personnel ordered to these billets receive telephone service shortly after arrival.

If you are not entitled to priority consideration you can expect to wait about six months to have service installed. After an initial installation fee of about \$40, telephone charges are computed quarterly and are considerably less than you would expect to pay in the United States (about \$3.00 per quarter for normal service).

Police Organizations—In Italy there are two principal police organizations; the Carabinieri Corps and the Public Security Administration. The Carabinieri Corps is part of the Army and has sole responsibility for military police functions of the Army, Navy and Air Force. It also performs functions of preventive (security) police and law enforcement (judiciary) police. In wartime, the Corps provides special combat units.

The Public Security Administration operates under the Ministry of Interior.

In addition there are Customs police and local police, which are divided into traffic and tourist divisions.

As a U. S. citizen, your primary concern and contact will be with the

U. S. Navy Shore Patrol. The SP is called when you have a traffic accident, and the SP is authorized to stop, and ticket, you if necessary for violations of local traffic laws.

Financial Matters—The basic unit of Italian money is the lire, issued in paper currency or coins. There are coins of 5, 10, 20, 50, 100, and 500 lire; and notes of 500, 1000, 5000 and 10,000 denominations. At present there are 621 lire to the dollar.

Temporary Lodging Allowance—TLA starts the day after arrival. It is based on the number of your dependents on station and is paid for the absence of government quarters and messing until permanent quarters are obtained. To qualify, you must occupy a "hotel or hotel-like accommodations." This payment is a pay record credit and is collected on regular pay day. The TLA may last up to 60 days following arrival and 10 days before detachment. The actual cost is based on the local per diem allowance and ranges from about \$22 per day for a family of five down to \$14 for a man with only two dependents. However, be sure to check the current *Joint Travel Regulations* as these rates may change from time to time.

Cost of Living and Housing Allowance—An additional cost of living and housing allowance is paid to personnel stationed in Naples and living on the economy to offset higher living costs in the area. These payments are constantly reviewed and changed and presently equal about \$1.50 daily for an average family.

Educational Facilities

Forrest Sherman School—The Navy operates both an elementary school and a high school in Naples. Bus transportation is provided from specified areas in the city to both schools. Textbooks and supplies are furnished by the school, with the exception of pens, pencils and notebooks. These may be purchased at the Navy Exchange Branch in the elementary school. The curriculum of the Sherman high school is accredited by the North Central Association of Colleges and Secondary Schools.

Munich Campus, University of Maryland—Dependents of U. S. military personnel are eligible to attend the Munich campus of the University of Maryland. This school provides a

regular two-year junior college curriculum which is similar to that taught on the University's stateside campus.

Kindergartens—There are a number of private kindergartens in the area. Generally, these are operated by wives of service personnel, some on a cooperative basis, but all at a relatively low cost. The AFSouth Post Kindergarten, sponsored by NATO wives, is popular and bus service is provided. Many small children are also enrolled in Italian kindergartens.

Adult Night Classes—By arrangements with the University of Maryland, off-duty evening classes are available throughout the year. These courses, taught at the Forrest Sherman High School, carry full resident credits of three semester hours each course.

Library—The library located in NavSuppAct, Building "A," is maintained for the convenience of American personnel in the area. A large selection of the latest fiction and non-fiction publications, as well as an extensive reference section, is maintained. These facilities are available to you and your family.

Language Classes—Italian is a comparatively easy language to master. Scaling the language barrier will help make your stay in Italy more interesting. The advantages of learning the Italian language are numerous. Even a slight knowledge of the language will be far better than none at all.

NavSuppAct and AFSouth Post sponsor Italian classes for beginning students and for intermediate and advanced classes. Classes are arranged for on-duty hours and off-duty hours; for military members alone, for dependents and for both.



The tuition fee for 10 weeks for dependents is 3500 lire. Instruction for U. S. military personnel is free and mandatory for Navy personnel.

Civilian Employment—It is the policy of the Navy to use the services of local people as much as possible. With the exception of a few U. S. Civil Service positions, employees are paid in accordance with the Italian wage scale. Job opportunities are extremely scarce. Consequently, dependents should not anticipate finding work here.

Medical Services—The NavSuppAct Station Hospital is located at 54, Via Manzoni, Naples, near the Navy Headquarters area, and across the street from the Forrest Sherman Elementary School.

Eighty beds and 12 bassinets provide in-patient care. Limited laboratory service is available.

The out-patient clinic is located on the main floor of the station hospital.

Optometry service is available to U.S. military personnel and their dependents. All refractions are by appointment only. Military personnel from ships and Fleet units are given priority over shore-based personnel and dependents. Eyeglasses are furnished at no cost to authorized military personnel, but dependents must buy eyeglasses, at their own expense, from Italian opticians available in the area, or the Navy Exchange Optical Shop.

Dental—The Dental Department of the Naval Support Activity is perhaps the most modern and best equipped clinic on the continent.

This clinic primarily renders first aid treatment to dependents, but is also available to determine dental needs and the examining dental officer will plan your treatment and make appointments for necessary dental work.

Dental accidents are quite prevalent here. Your homes will have mostly marble, tile or terrazzo floors. These are dangerous for running children or for children playing on the floor.

Enlisted Men's Club—The Navy enlisted men's club, the Bluebird Club, is located in downtown Naples and is operated by the Navy Exchange. The club is open to all military enlisted personnel, E6 and below, and to their authorized guests. The club

facilities include bar, restaurant, game machines and package store.

Officers' Club—The Allied Officers' Club at AFSouth Post provides a varied assortment of services and recreation facilities for all U. S. military officers and their guests.

Flamingo Allied Enlisted Men's Club—The Flamingo Club located at AFSouth Post is an international club for all allied enlisted personnel. Club facilities include a restaurant, ballroom, stag bar, piano bar and game room.

USO Club—The USO is located at 10 Calata San Marco, adjacent to the Bluebird Club, and a three-minute walk from Fleet landing. Facilities include an information center, coffee bar, lounge, check room, game room, showers and washrooms, and a writing room.

Assistance is given in securing hotel reservations, general information and personal service.

United Seamen's Service Club—This club is located at Via Acton 18, a short walk from Fleet landing. It is open to all military personnel. Facilities include reading and writing rooms, billiard and ping-pong tables, and a small souvenir store. Beer, soft drinks and food are also for sale at reasonable prices.

Christian Servicemen's Center—This center is located at Piazza Vittoria 6. There are lockers, games, reading and writing tables and a snack bar.

Opera—This is a music-lovers' paradise. Opera and concert seasons are excellent. Opera season runs from the latter part of November until the first of June. There are a few night clubs with floor shows, but they are very expensive, even by New York standards. (A beer may cost two dollars.) Most have a cover charge or minimum. Most local Americans stand clear of the night clubs.

Shopping Facilities—Shops and department stores in Naples carry a diversified stock of consumer items, but in most cases one cannot expect to find his favorite stateside brands. In smaller shops, bargaining is the accepted method of doing business, and the purchase of more than one item usually entitles the buyer to a further discount. However, in the department stores prices are fixed. Charge accounts are rare, and when you buy on terms, expect to pay a real premium in interest for the cred-

All-Navy Cartoon Contest
Robert J. Benson, DMSA, USN



"Who put that blasted eight-to-four-thirty desk jockey at the helm?"

it. The return of merchandise is not permitted in most Italian stores.

Commissary Store—This is a new self-service, supermarket store located in the Agnano district of Bagnoli. It provides American and

approved foreign goods to authorized military purchasers.

Navy Exchange—This store can be compared to the larger stateside military exchanges. The new, air-conditioned store carries a wide range of U. S. and foreign merchandise. It also houses an optical shop, uniform shop, clothing store, snack bar, watch repair shop, barber shop, and appliance service center.

Chaplains and Religious Services—The religious activities of the U. S. Armed Forces in Naples are directed by the chaplains of NAVSUPACT. Both Catholic and Protestant chaplains are available. All chaplains are available for consultations on religious, moral, economic, marital, personal or other types of problems. Interviews are scheduled by appointment, as are arrangements for weddings and baptisms.

WHAT'S IN A NAME

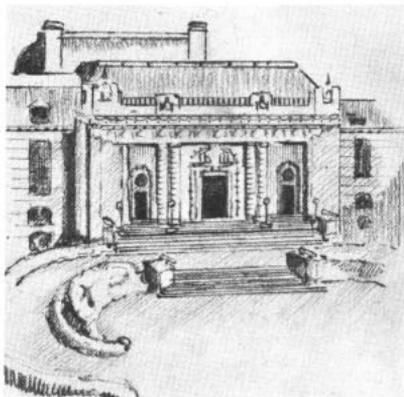
World's Largest College Dormitory

The world's largest college dormitory is undergoing the last stages of a repair and renovation project that will leave her as sturdy as the Navy men who have walked her passageways for almost 60 years.

Bancroft Hall, the big old dormitory building which quarters midshipmen at the Naval Academy at Annapolis, is having her three miles of corridors and 24 acres of deck space completely refurbished under a six-year remodeling program.

Now nearing completion, the project has given the historic building a fresh, clean appearance. Project planners have been careful, however, not to splash paint on the walls of tradition.

Named for George Bancroft, the Secretary of the Navy who founded the Academy, Bancroft Hall began rising at Annapolis in 1898.



Over the years, it has been a prominent landmark, compelling the attention of visitors and midshipment alike.

The big dorm has all the facilities needed for 4000 midshipmen. The cavernous basements contain six galleys, four barber shops, a store, cobbler shop, tailor shop, dispensary with complete dental facilities, and post office. For recreation, the Hall has a bowling alley, rifle and pistol ranges, music rooms, radio stations, recreation halls, reception rooms, and soda fountain.

However, complete as their home has been, midshipmen constantly outgrew Bancroft Hall. Originally a two-wing structure, the dorm became so crowded by 1920 that two more wings were added. In 1941, another two wings were built.

Ten years ago, as the Academy approached the 4000 enrollment mark, the dorm facilities again required more elbow room. What's more, after 50 years of service the effects of age, changing standards of American life, and hard usage by midshipmen were woefully apparent. Complete interior reconstruction was called for, including new plumbing, lighting, wall surfaces, floor covering, and furnishings.

After a thorough engineering study, construction got underway in 1961.

Completion of all interior renovation is now near at hand, and only the cleaning and painting of exterior masonry surfaces will remain.

By next January, it is planned, the job will have been completed.

Navy's 'Selected Reserve'—It Has a Sharp Training Program

TAKE A COUPLE of DDs or DEs, add a Fleet submarine, some patrol planes and a few helicopters; then blend carefully with several hundred Selected Reservists and you have most of the ingredients for a Navy Reserve ASW exercise.

Such operations are being carried out by Reservists from Maine to Florida, from Seattle, Wash., to San Diego, Calif., and along the Gulf Coast.

Reservists from Thirteenth Naval District's Puget Sound area are a recent example. Members of the Reserve crews of *uss Whitehurst* (DE 634) and *uss Charles E. Brannon* (DE 446) sailed from Seattle's Naval Supply Depot. A contingent of Submarine Reservists boarded *uss Medregal* (SS 480) at Port Angeles. Naval Air Reservists, flying fixed-wing patrol planes and helicopters of VS-892 and HS-891 from NAS Seattle, took off from Sand Point.

These Reservists took part in a joint training exercise which emphasized antisubmarine hunting and killing procedures, and used combined surface and air units. Training in search and rescue and coastal patrolling was also included.

These exercises are conducted periodically to maintain the readiness of Reservists.

JUST HOW READY is the Naval Reserve? Let's take a look at today's Selected Reserve program.

The Selected Reserve was established early in 1958. The new concept was designed to provide those forces which would be needed immediately at the outbreak of hostilities involving the United States.

Reservists assigned to the Selected Reserve were issued pre-cut orders to active duty. They were expected to report for active duty in a matter of hours, without reliance on public transportation. They had to live within commuting distance for weekend drills.

Today's Selected Reserve has five components:

- ASW Component, consisting of 13 destroyers and 27 destroyer escorts manned by nucleus crews and ASW Reserve crews, and 83 ASW Air Reserve squadrons.

- Mine Warfare Component, consisting of 12 minesweepers, manned by 76 officers and 372 enlisted men

who make up the "Blue" crews.

These two priority programs account for about seven-and-one-half per cent of the Selected Reserve. Reservists drill one weekend a month and serve their ACDUTRA as a team on board their ships.

Fleet and Type commanders assumed the responsibility for maintenance of ASW ships in 1962; maintenance of minecraft is scheduled to be turned over to Atlantic and Pacific Fleet type commanders shortly.

The missions of the ASW and Mine Warfare components are to provide ships and trained personnel capable of immediate deployment.

- Fleet Augmentation component, comprising about 77 per cent of the Selected Reserve. It provides trained personnel for immediate active duty to raise the manning level of afloat Fleet units to wartime complement. Most Reservists in this component drill one night a week or one weekend a month; their ACDUTRA is normally performed in the type of ship to which they would be ordered on D-day.

This component includes the "Gold Crew" of the Mine Warfare program, and Selected Air Reserve units. It also includes the Surface Program (Surface and Fleet divisions), the Hospital Corps, MSTs, and Naval Control of Shipping Organization programs. The Submarine program, in which about 240 officers and 2700 enlisted men take part regularly, is also a part of this component. Various staffs round out the Fleet Augmentation component.

The fourth and fifth components make up about 15 per cent of the

Selected Reserve. Within these components are personnel with a great variety of special skills which, in time of mobilization, will be required to meet the manpower needs of Fleet activities and shore establishments. They are:

- Fleet Support Activities Component, which includes Air Reserve maintenance units and the Advance Base Command, Amphibious Beach Group, Construction Battalion, Inshore Undersea Warfare (formerly Harbor Defense), Ship Activation, Maintenance and Repair, and Ship's Supply Officer programs.

- Shore Establishment component, which includes BuWeps units and the Communications, Intelligence, Mobilization Team, Naval Security Group, Recruit Training (Wave), Selective Service, Telecommunications Censorship, and Transportation, Traffic and Terminal Management programs.

THE COMMANDER, Naval Reserve Training Command, with headquarters in Omaha, Nebr., oversees the training of more than 94,000 Selected Reservists, working through the naval district commandants. The Chief of Naval Air Reserve Training, headquartered at NAS Glenview, Ill., supervises the training of Selected Air Reservists.

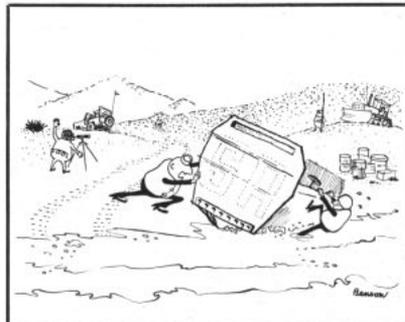
There are more than 300 Naval Reserve training centers and training facilities and 139 electronics facilities established in major population centers. Air Reserve squadrons are based at nearly a score of naval air stations or Naval Air Reserve training units (NARTUs) throughout the country.

Some training centers are located near available pier space where training ships and submarines can be moored, thereby making dockside training readily available during the periods when Reserve training ships are in port.

There are 87 Naval Reserve training ships; in addition to the 40 destroyer-type ships and 13 minecraft, there are 23 immobilized submarines and 11 patrol craft. The patrol craft are, for the most part, located in the Great Lakes.

The Naval Reserve's mobilization needs are measured in terms of ships, aircraft and trained and qualified personnel. The present strength in

All-Navy Cartoon Contest
Robert J. Benson, DMSA, USN



"Our Amphib School instructors never mentioned this!"

drill pay status in the Selected Reserve—both Surface and Air—is about 119,000; it is steadily increasing. The authorized strength is 126,000 in drill pay status.

THE SELECTED Reserve concept proved its effectiveness in 1961 during the Berlin crisis. Forty Selected Reserve ships and 18 Selected Air Reserve squadrons joined the Navy's operational forces as a result of the partial mobilization. This call-up involved 867 officers and 5519 enlisted Reservists.

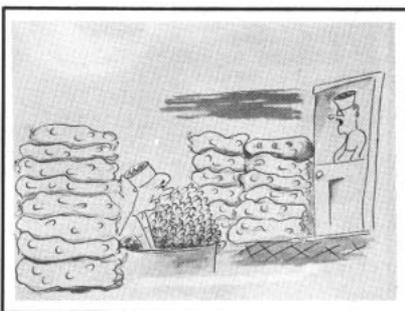
In August 1962, these ships and squadrons were released to inactive duty and resumed their task of training Reservists.

The Naval Reserve is currently acquiring more modern replacement ships and aircraft. Six modernized destroyers reported last October, five more ships reported in April. Eventually, the Reserve expects to have 36 FRAM (Fleet Rehabilitated and Modernized) destroyers. These replacements, with their improved sonar, radar, and up-to-date communications equipment, will greatly improve the readiness of the ASW Reserve forces.

Active duty for training (ACDUTRA) is considered an indispensable part of every Reservist's training. The time devoted to gaining on-the-job experience in shipboard skills during the annual two-weeks' ACDUTRA is approximately equivalent to a year's training time spent at a training center. Through a planned succession of ACDUTRA periods, Reservists keep proficient in their current mobilization assignment and are progressively trained for increased and broader responsibilities.

During the past fiscal year, the Reserve launched the largest program of Class "A" or Apprentice School training in its history. This is one of the most significant improvements in training that has occurred in several years. The Class "A" school program—whereby a man reports to school en route to his two-year active duty tour—will send to the Fleet much larger numbers of Reservists who have completed the technical training provided by a Class "A" school. The Naval Reserve now furnishes approximately 25,000 men, or 21 per cent, of the annual active duty input to the Fleet. Under this school program, one of every five Reservists

All-Navy Cartoon Contest
Herbert F. Clarke, Sr., CS2, USN



"Cancel that order of spuds!"

should report to his first duty station as a Class "A" school graduate.

SINCE LAST August, the Reserve has been employing a program known as "Operation Return," to increase petty officer strength. Under this program, records of ex-Navy and Naval Reserve enlisted men, which are maintained at the Military Personnel Records Center at St. Louis, Mo., are screened to provide a pool of qualified Naval Reserve prospects. There are hundreds of thousands of records on file at St. Louis of men discharged in recent years. This project will make use of this source of trained Navy veterans who have completed their military obligation.

More team and practical training,

designed to appeal to the petty officer, has been instituted. The Reserve is encouraging unit cruising, which has proved to be an effective training measure as well as a strong morale builder.

RADM F. J. Becton, USN, Commander Naval Reserve Training Command, sums it all up rather nicely: "Training in the Naval Reserve falls into three distinct phases. These are: Pre-active duty, active duty, and post-active duty. The personal experience of each Reservist during these three phases of his initial enlistment is a determining factor in whether or not he is motivated toward a career in the Naval Reserve. Through effective leadership and the intelligent application of sound management principles at all command levels, we encourage our Reservists toward a career in the Naval Reserve. Our Selected Reservists develop a sense of satisfaction in being an important part of the Navy's defense team.

"The quality of training in the Reserve has improved. We find that more drilling Reservists are now passing the petty officer examinations with higher average grades.

"Our Naval Reserve was tested in October 1961. Our reservists and their planes and ships performed well. If needed again they will be ready to answer the call."

Navy Wives Squared Away

Training Squadron Three is expected to train not only naval aviators but newly assigned members of its ground crew. However, the unit extended itself beyond the call of duty some weeks ago and a group of Navy wives were included in the indoctrination program.

Each wife was issued a set of orders which detached her from duties such as washing, ironing and housekeeping, and ordered her to report to TraRon Three for training. A syllabus was prepared which stressed the importance of their husbands' jobs and the mission of the training squadron. Included were lectures, tours and demonstrations.

First on their schedule was a lecture by the squadron's medical officer, who spoke on the ways a pilot's wife could prevent accidents by mentally and physically preparing her husband for his job.

Next stop was the Link training

department, where the ground training devices were explained and each wife was given a ride in a sham aircraft.

They were then given a demonstration of pilots' survival gear and, evidently unable to resist the temptation, the women modeled the mae wests and tried out the life rafts.

Later in the day they witnessed a special banner takeoff and drop, watched air operations from South Whiting Tower, and were given a demonstration of the T-28 Trojan, which had been placed on jacks so the guests could watch all systems in operation.

At the conclusion of the tour every wife received a diploma and returned home, where she presumably resumed more normal duties: washing, ironing and housekeeping. But during the indoctrination program a good time as they say, was had by all. They expect to be back.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs as well as current BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section.

Alnavs apply to all Navy and Marine Corps commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 10—Pertained to the Comptroller General's ruling concerning Family Separation Allowance.

No. 11—Announced the convening of selection boards to recommend officers in the grade of captain on active duty (except TARs) for promotion to the grade of rear admiral.

No. 12—Announced endorsement by the President and the bi-partisan leadership of Congress for the voluntary fund-raising campaign to support the establishment of the John F. Kennedy Library as a national memorial to the late president.

No. 13—Discussed the views of the Secretary of the Navy in regard to the process of selection of officers for flag rank.

No. 14—Further discussed details of the John F. Kennedy National Library Memorial Fund Drive.

Instructions

No. 2200.1—Established policy and guidance for certifying and re-qualifying cryptographic maintenance personnel.

No. 7010.2B—Revises the method by which the Chief of Naval Personnel levies an assessment against profits generated by the Navy Exchanges.

Notices

No. 1520 (27 April)—Invited eligible officers to apply for UDT/SEAL training.

No. 1650 (27 April)—Provided instructions for the requisition and distribution of the Antarctica Service Medal and attachments, currently available for initial issue to eligible personnel.

No. 7220 (28 April)—Discussed policy concerning multiple payments of incentive pay.

No. 3700 (1 May)—Provided information concerning permanent duty involving flying status for Naval Aviation Observers.

No. 1700 (5 May)—Announced the reprint (as NavPers 15885-B)

**All-Navy Cartoon Contest
S. R. Rodriguez, RMSN, USN**



"Now if there is anything you want that we don't have, just ask me and I'll show you how to get along without it."

of the December 1963 issue of ALL HANDS containing a comprehensive report on Rights and Benefits of Navymen and their dependents.

No. 1300 (13 May)—Emphasized

• CLASS "E" MESSAGES—You will receive Class "E" messages—personal telegrams from home, relayed through naval communications circuits—quicker and more reliably if they are addressed correctly.

Many messages are addressed incorrectly. This causes headaches for communicators, and lessens your chances for good service. It can also mean increased commercial charges to the sender.

To avoid this, you should notify your family of the proper way to send you a message when you are overseas.

If you're afloat or at an overseas location in the Pacific a telegram directed to you should include your name, rate, unit, and address as follows:

**John J. Doe, QM3
USS Neversail (DD 1555)
(or Navy number)
c/o U. S. Naval Communication Station
San Francisco
Stockton, Calif.**

If you're afloat or at an overseas location in the Atlantic or Mediterranean, the same information is required, except that the address should be:

**c/o U. S. Naval Communication Station
Washington, D. C.**

Remember, it's for your benefit.

the importance of interviewing personnel before their transfer to overseas duty.

No. 1418 (13 May)—Announced the schedule for Navy-wide examinations for enlisted personnel to be held July/August (Series 36).

No. 1306 (15 May)—Announced the sea duty commencement cutoff dates which establish the eligibility of enlisted personnel for Seavey Segment 3-64.

No. 1742 (18 May)—Described the Navy's voting program and directs attention to the citizenship and voting responsibilities of Navy personnel in the 1964 elections.

No. 1221 (25 May)—Announced the application of the Source Rating concept to the NEC system, provided information concerning NavPers 15105G, and authorized certain lateral rating conversions.

No. 1440 (28 May)—Directed the automatic change in rating of all Missile Technicians (MT) trained in the Surface Missile Systems program to Fire Control Technicians (FT).

No. 1221 (25 May) Announced the application of the Source Rating concept to the NEC system, provided information concerning NavPers 15105G, and authorized certain lateral rating conversions.

No. 1440 (28 May)—Discussed details of the surface missile systems missile technician (MT) conversion program.

No. 1710 (4 June)—Advised that the 1964 CISM Sea Week competitions had been canceled.

No. 1306 (5 June)—Announced an advance change to the *Transfer Manual* concerning personnel reporting for new construction detail.

No. 1510 (5 June)—Standardized the Aircrewman Certificate, NavPers Form 4044 (New 2-64), presented to all personnel who qualify and are designated as aircrewman.

No. 1650 (9 June)—Provided instructions for the requisition and distribution of the Armed Forces Expeditionary Medal for Lebanon and Vietnam areas of operation which is now available for initial distribution.

No. 1120 (19 June)—Announced the selection of personnel for training leading to appointment in the grade of ensign in the unrestricted line or staff corps (USN) and for temporary appointment in the grade of ensign or lieutenant (junior grade) for limited duty only.

DECORATIONS & CITATIONS



DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ **KIRKPATRICK, Charles C., RADM, USN**, for service as Superintendent of the U. S. Naval Academy from 14 Aug 1962 to 11 Jan 1964. By personal example, he served to inspire, motivate, and bring out the best in the midshipmen, resulting in the retention of a greater number of students for naval careers. He was responsible for major changes in curriculum which provide for greater freedom of course selection to avoid duplication of education and training and to meet the needs of the gifted students with special interests. One of his special projects, the Trident Scholar Program, provides incentive and opportunities for talented students to enter various fields of scientific research, improving their capabilities as future naval officers in these fields. In addition, RADM Kirkpatrick was instrumental in converting the Moreell Commission Plan, a long-range master plan for the future development of Academy facilities, into one which was acceptable to the Departments of Navy and Defense.



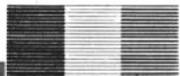
LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States . . ."

★ **BEDELL, Porter F., CAPT, USN**, for exceptionally meritorious conduct in the performance of outstanding service from July 1961 to June 1964 as Commanding Officer of the U. S. Naval Air Station, Pensacola, Fla. Exercising exceptional leadership, professional competence, and industry in the fields of military management and community relations, CAPT Bedell markedly improved the operational readiness of his command and enhanced the prestige and objectives of the U. S. Navy within the local community. His sound judgment, keen foresight, and inspiring devotion to duty reflect great credit upon himself and upon the U. S. Naval Service.

★ **BUCHANAN, Charles A., RADM, USN**, for services from January 1962 to May 1964 as Commander Hawaiian Sea

Frontier; Commandant, 14th Naval District; and Commander, U. S. Naval Base, Pearl Harbor. In his capacity as Commander Task Force 130 (the Project Mercury Recovery Force in the Pacific), RADM Buchanan was responsible for the planning, organization, development, and command of the astronaut recovery organization in the Pacific Ocean areas. By his tireless personal and active participation in the operations, he assured the successful recovery operations of CDR Walter M. Schirra, Jr., USN, and his space capsule *Sigma 7* on 3 Oct 1962; and of Major Leroy G. Cooper, USAF, and his space capsule *Faith 7*.



NAVY AND MARINE CORPS MEDAL

"For heroic conduct not involving actual conflict with an enemy . . ."

★ **CAUSEY, Rex E., ET3, USN**, for heroic conduct on 1 Mar 1964 while serving at the U. S. Naval Facility, Pacific Beach, Wash. When a shipmate became stranded on a piling in the middle of the Moclips River after he and the log he was standing on were suddenly swept from shore by a large wave, Causey, who was alerted to the situation at the Naval Facility, proceeded to the scene and, in company with his commanding officer, ventured out on the river in a small dinghy in an attempt to effect a rescue. Despite strong winds, high breakers, and floating debris, including swift-moving logs which threatened to capsize the small craft at any moment, Causey acted calmly, quickly, and efficiently in carrying out instructions, rendering vital assistance in the successful rescue of his shipmate who undoubtedly would have been washed out to sea and lost.

★ **HETRICK, Albert M., Jr., HM2, USN**, for heroism on the night of 4 Nov 1963 in effecting the rescue of a man who had leaped from the Motor Vessel *San Diego* while entering the slip in San Diego, Calif. Hearing cries of "man overboard," Hetrick rushed to the stern of the ferry, plunged into the dark and treacherous waters, and swam a distance of approximately 100 feet to reach the victim, who was being swept seaward by the current. Although pulled under the water several times by the struggling man, Hetrick succeeded in towing him to a boat which had been

lowered from the ferry. Through his prompt and courageous actions in the face of grave personal risk, he was directly responsible for saving a life.

★ **PETERSON, William A., AA, USN**, for heroism on the night of 28 Dec 1963 while serving at the U. S. Naval Air Station, Glynco, Ga. Observing smoke and flames emanating from a nearby residence, Peterson rushed to the scene, forced his way into the burning structure through a bedroom window, and succeeded in rescuing three children and their father, the latter having been overcome by smoke while attempting to rescue his children. By his outstanding courage, promptness, and perseverance in the face of grave personal risk, Peterson was directly responsible for preventing any loss of life in the fire-engulfed home.

★ **SHIELDS, William B., LCDR, USN**, for heroic conduct on 1 Mar 1964 while serving as Commanding Officer, U. S. Naval Facility, Pacific Beach, Wash. When a crew member of the Naval Facility became stranded on a piling in the middle of the Moclips River after he and the log he was standing on were suddenly swept from shore by a large wave, LCDR Shields, who was alerted to the situation at the Naval Facility, proceeded to the scene and, in company with another of his crew, ventured out on the river in a small dinghy in an attempt to effect a rescue. Despite strong winds, high breakers, and floating debris, including swift-moving logs which threatened to capsize the small craft at any moment, he succeeded in rescuing the tiring victim who undoubtedly would have been washed out to sea and lost.

★ **SIEFERT, Jerry R., CAPT, USN**, for heroism in saving a woman bather from drowning in the treacherous waters at Barefoot Mailman Beach, Pompano Beach, Fla., on Christmas Day, 1962. Upon learning that four persons were experiencing difficulty in the heavy seas approximately 100 yards offshore, CAPT Siefert, who was engaged in attempting to salvage ancient relics from a sunken ship near the shore, immediately plunged into the turbulent waters and swam to the scene in order to render assistance. Despite the fierce undertow and crushing breakers, he managed to effect the rescue of one of the victims, a woman, after an exhaustive struggle. His actions were in keeping with the highest traditions of the Naval Service.

TAFFRAIL TALK

FEELING MYSTICAL? We're not either at the moment but the fate of Theodore J. Makowski, SR, causes us to wonder just a little. Nor are we given, normally, to exclaiming in amazement at the strange coincidence bit, but again, this guy Makowski. . .

Just like any other Navyman, he has a service number—but with a difference—777 77 77.

The Naval Training Center at San Diego says the odds on receiving a number such as this are one in every 1,111,111 but, although we are admittedly shaky in figuring out such things, we're not so sure. Seems much higher to us. How about once in every 7,777,777 times?

★ ★ ★

Do statistics interest you? Our editor in charge of figures (of all kinds) reports the following, direct from the Fleet: The refrigerated stores ship *uss Graffias* (AF 29) announces that on deployment it carried enough hot dogs to form a 22-mile long link of America's picnic favorite.

Not impressed? Consider the ship's inventory of bacon and eggs—enough, it is said, to set up a breakfast for everyone in San Francisco.

Such a food-stocking capability is a most desirable asset for a ship which happens to remain on deployment for any length of time.

Graffias overstayed the normal five-month tour for an AF operating with WestPac by something like 2920 days—eight years to be exact. But with the cargo she carried, it's apparent that she did not overstay her welcome.

Now, with 'Frisco her new home port, *Graffias*' business of supplying food to the fighting ships at sea may fall off for a while. But *Graffias*' crew is still statistics-minded.

They bet their ship's tour set a WestPac record for an AF.

★ ★ ★

A sign at the entrance to a certain naval dispensary, which describes what to do in case of an emergency goes into lengthy details concerning where a hospital corpsman might be found, how to contact him and what to do until he arrives. Then it concludes:

"If you have had time to read these instructions, your case is not an emergency. Come back tomorrow."

★ ★ ★

As it must to all good Navyman, Shorvey finally came to Dan Kasperick, senior military staff member of ALL HANDS. As you read this, Dan and family will be en route to Hawaii, where he joins the staff of CINCPACFLT. ALL HANDS readers will recall Dan's by-line during recent years of his penetrating analyses of such subjects as Seavey-Shorvey, pro-pay and the Settle report.

Each time an ALL HANDS staff member moves to a new billet, we who are left have the feeling that no one can quite take his place. Perhaps so, but if anyone can fill Dan's shoes, John Ramsey, JO1, USN, is just the man to do so. A native of Glendale, Calif., he's been around (primarily in the Pacific) during his eight years with the Navy. His ports of call have included, among others, Subic Bay, CINCPACFLT, San Diego and Saigon.

When Shorvey goes into operation, so must Seavey. Ramsey's preceding assignment was *uss Kitty Hawk* (CVA 63).

The All Hands Staff

The United States Navy

Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

ALL HANDS The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

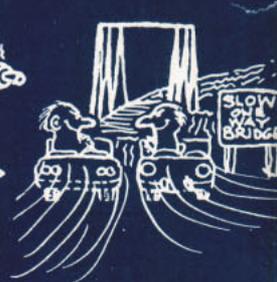
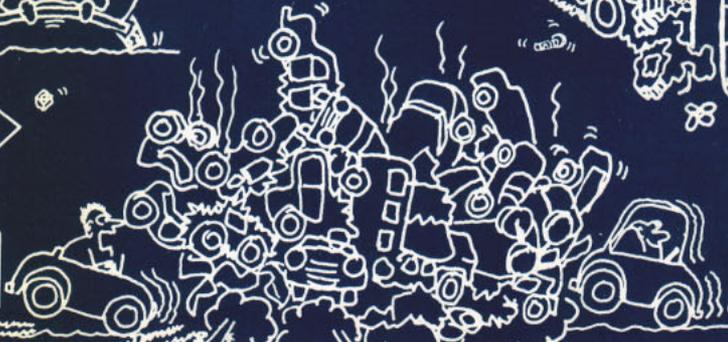
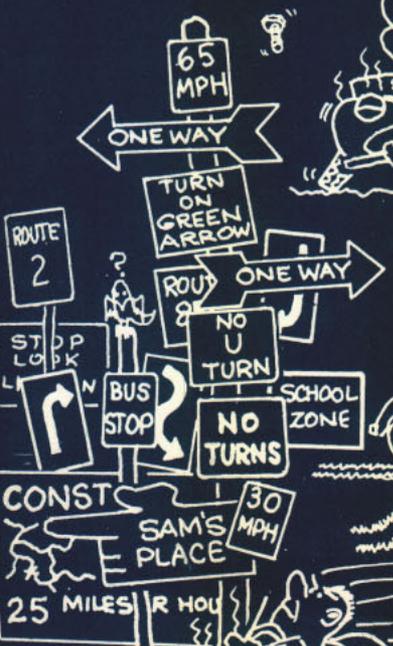
Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, 1809 Arlington Annex, Navy Department, Washington, D.C. 20370.

● **AT RIGHT:** AND SEE THE WORLD—Lloyd H. Jones, PH3, USN, photographs the Unisphere, symbol of the 1964-65 World's Fair in New York, to show his shipmates and his folks back home. ➔





DRIVE WITH CARE

